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THE CITY OF SCRANTON

THE METROPOLIS OF NORTHEASTERN PENNSYLVANIA

A SKETCH OF THE

HISTORY, INSTITUTIONS AND INDUSTRIES

OF THE

CHEAPEST FUEL CITY IN THE WORLD



BY

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Assisted by THOMAS J. DUFFY, City Editor of the Scranton Tribune



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PREFACE

This very brief review of the history and present condition of the City of Scranton, with a statement of its industrial and commercial advantages, makes no claim to completeness; nor does it make any claim to being in proportion. For the evident lack of proportion there are several reasons. Some of the information diligently sought by the author seemed to be inaccessible. The business men of Scranton are so busy in making history and in making money that they have no time and little inclination to con records of the past or to make records of the present. Executive and business ability seem sometimes to be incompatible with literary, statistical and historical appreciation. In the case of some very successful corporations the officers evidently felt that the publication of any facts about their business would be injudicious as tending to attract competition, or perhaps criticism from their patrons on the ground of excessive earnings as indicated by the growth of the business and capital.

Special effort has been made by the author to bring all the data up to date, and to verify the statistics.

It will be noticed that biographical matter, which is so prominent in many local histories, has been entirely omitted from these pages. Some other subjects that have been well covered in other books on Scranton have also been intentionally omitted here; the design of the present work being to include topics of timely but permanent and general interest—preference being always given to matter heretofore unpublished or not easily accessible.

The authorities chiefly consulted have been the reports of public institutions, the United States Census and other Federal and Pennsylvania State reports, the reports of the Board of Trade, the files of Scranton daily newspapers and Dr. Hollister's History of the Lackawanna Valley.

I am personally indebted to Mr. C. S. Seamans, secretary of the Board of Trade, and Mr. Thomas J. Duffy, city editor of The Scranton Tribune, for advice and assistance.

The illustrations of the book were not selected by the author—which accounts for any lack of correspondence between them and the text.

GEORGE H. JOHNSON.

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ERRATUM

Page 28, column 2, line 7, for Lackawanna read Lackawaxen.

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A FEW FACTS ABOUT THE CITY OF SCRANTON

In 1837 there were only two dwellings within the limits of what has since become the City of Scranton, namely, the home of Barton Mott, the miller, and the historic house of the elder Slocums.

In 1856 the village had 3,000 inhabitants and was incorporated as a borough.

In 1866 the town had 20,000 inhabitants and was incorporated as a third-class city.

In 1901 the city had 105,000 inhabitants and became a Pennsylvania city of the second class.

In November, 1903, the population, by careful estimates, had reached 116,000 within city limits, 300,000 within 30 minutes' trolley ride, and 400,000 within 20 miles of the City Hall.

The Court House is in latitude 41d. 24m. 29s. N. and longitude 79d. 39m. 47s. W. from Greenwich, at an altitude 745 feet above sea level. It is 145 miles from New York City, 160 miles from Philadelphia and 317 miles from Pittsburg.

The area of the present city is 12,333 acres.

Length of traveled streets and avenues.....149 miles.
Length of paved streets..... 21 miles.
Length of courts and places..... 36 miles.
Length of sewers..... 75 miles.

The streets are lighted by 781 arc lights.

There are 50 miles of street railway within the city limits and about the same connected mileage outside the limits.

There are five steam railroads that enter the city, viz.: Delaware, Lackawanna and Western, main line; Delaware and Hudson; Central Railroad of New Jersey; Erie and Wyoming Valley; New York, Ontario and Western.

There is also one steam and electric railroad, viz.: the Lackawanna and Wyoming Valley.

There is a daily water supply from mountain lakes of 35,000,000 gallons.

There are 40 public school buildings valued at \$1,864,000 and 12 annexes.

There are 82 churches of many denominations.

There are 13 banks in the Scranton Clearing House Association. They have a combined capital of \$2,500,000, surplus of \$3,500,000 and deposits of \$30,000,000. The clearings for 1902 amounted to \$72,832,180.87, and for the first ten months of 1903, to \$87,647,782.11.

The Postoffice receipts show a large increase every year for the past ten years. For the fiscal year ending June

30, 1893, the receipts were: \$82,716.80; for 1898, \$142,865.96; for 1903, \$261,863.85. The current year also shows a large increase.

There are 140 incorporated manufacturing establishments with a capital actually invested of \$30,000,000.

There are 30 anthracite coal mines within the city limits and the city is headquarters for 58 coal mining companies.

Lying on the dumps within the city limits are many millions of tons of the cheapest steam fuel in the world, culm being only 15 to 25 cents per ton, and buckwheat and birdseye coal \$1.25 per ton.

There are 15 iron foundries in the city.

There are 28 periodicals.

There are 20 academies and schools for special training.

There is a well-equipped free public library with four branches.

The business directory of the city shows, among many other classifications:

Architects	10
Artists	11
Boots and shoes, wholesale.....	6
Building and Loan associations.....	15
Building material dealers.....	17
Car wheel manufacturers.....	3
Coal mining companies.....	48
Coal and land companies.....	6
Contractors and builders.....	75
Dry goods, wholesale.....	7
Electric light, heat and power companies.....	10
Engineers, civil and mining.....	20
Flour, feed and grain, wholesale.....	12
Grocers, wholesale.....	11
Land companies.....	20
Lumber dealers, wholesale.....	17
Meat dealers, wholesale.....	8
Mining companies.....	11
Paint manufacturers.....	7
Planing mills.....	9
Real estate agents and brokers.....	37
Silk manufacturers.....	9

The Board of Trade, composed of the leading business men of the city, is a very active organization, occupying a building which cost \$100,000. Through this organization, it is not difficult to interest local capital in the promotion of any new and meritorious industry that comes to Scranton.

The city is one of the most salubrious in the country, the annual death rate, 1900-1902, being only seventeen per thousand.



Board of Trade Building.

THE CITY OF SCRANTON

THE METROPOLIS OF NORTHEASTERN PENNSYLVANIA

With the great economic gifts of nature, coal, iron, gas, oil and timber, the State of Pennsylvania is endowed beyond any other State in the Union. While the natural gas and oil are found only in the western part of the state the anthracite coal is found only in the eastern part. This unequalled treasure of hard coal occurs in three narrow valleys—in the most northern of which lies the beautiful City of Scranton, the metropolis of northeastern Pennsylvania. It is known the world over as the City of Anthracite. It is true that the whole city is undermined, and the wealth thus obtained by her citizens has been invested in splendid public and private improvements. But it is also true that Scranton would hold her place as the third city of the commonwealth, and a very prosperous manufacturing and commercial city, if all the coal mines of the valley should be flooded and permanently closed.

Scranton has always owed her prosperity to the energy and business ability of her citizens. The unique natural wealth of the valley has been utilized to the best advantage. The town was made first by iron, then by coal, and later by the various industries that consume coal; but first and last it has always been her own citizens who have used the gifts of nature for the blessing of the whole country, and who in the utilization have reaped a harvest of a hundred-fold.

The United States Census of 1900 reports the value of manufactured products in the State of Pennsylvania that year to have been over five hundred million dollars greater than in the year 1890—and this increase was greater than that of any other State in the Union. A further examination of the detailed statistics shows that Scranton has been gaining on the other large cities of the country as a manufacturing community, and in 1900 she stood No. 51 in the gross value of manufactured products.

The story of the rapid development of the Lackawanna Valley with its metropolis is one of fascinating interest. From aboriginal times to the present day the history stirs the blood of those who are ambitious to do and to achieve.

A Bit of Old History.

The word Lackawanna is a corruption of the Indian Lee-ha-ugh-anna; lee-ha signifying the forks and hanna the stream. Hence the name for the locality of the meeting of two rivers. The name was first applied by the Delaware Indians to the locality at the mouth of the Lackawanna,

but later it was used as the name of the river. To geologists and antiquarians the valley of the Lackawanna is one of the most interesting regions in America. Rich beds of coal and iron and evidences of glacial action for the one, and rare Indian relics for the other make the ground of the valley a fascinating subject of study.

Dr. H. Hollister, author of the History of the Lackawanna Valley, made a valuable collection of Indian relics found in the valley. This collection is still in Scranton in the possession of Mrs. Hollister. Hon. Steuben Jenkins of Wyoming also made a valuable collection of such relics. Dr. Hollister was authority for the statement that no less than seven Indian villages were located on the east bank of the Lackawanna River. The Flats, one of these sites, is now built up with great factories for the production of iron castings, silk goods, pianos, lace curtains and beer, as well as coal breakers, culm piles and railroad tracks connecting the various factories with the markets of the world.

A hundred years ago the whole valley was a wilderness tracked by Indian paths and visited occasionally by hardy pioneers; to-day it is crowded by industry and commerce.

The first white settler in what is now Scranton was Philip Abbott, a native of Connecticut. He tramped through the wilderness in 1778 and settled in a romantic spot he called "Deep Hollow" on the bank of Roaring Brook. He fled after the Wyoming Massacre of the same year, but returned to the Hollow in 1786 where he built a log cabin and primitive grist-mill or corn-cracker. Thus he established and operated the first industry of the future manufacturing metropolis. Near the mouth of the Lackawanna River there were then small settlements of whites—a hardy remnant of those who suffered the savage butchery of the Wyoming Massacre, and who after fleeing from those terrible scenes had later returned to win from bountiful nature the livelihood and perchance the wealth she had to bestow. The paths of the wilderness were doubtless often traveled by scouts and hunters who tramped their way from the settlements of the Wyoming Valley to the Connecticut colony from whence many of the early settlers of this part of Pennsylvania had come as early as 1762. Even at that time it is quite possible that the Abbotts considered themselves fortunate in being on the line of through travel between the settlements. But for eleven years Philip Abbott, his brother James, and the few who accompanied them, were



Municipal Building, Washington Ave.

mantic name are associated many of the early traditions of the Lackawanna Valley. That appellation is still frequently used, and is not taken as a term of reproach even when it assumes the personal and uneuphonic form of Slocum Hollowite. The Slocums established a saw-mill and a distillery; and the next year they added to the nascent industries a forge for working the iron they found outcropping along the Brook. This pioneer forge was used until 1828, and was one step toward the great development that was to follow.

Clark tells us in his History of the Lackawanna and Wyoming valleys that Ebenezer Slocum prophesied that "the Hollow would be a great city some day, and he longed to have the privilege of seeing it fifty years after he was laid in the grave." But with all the energy and enthusiasm of its founders it took Slocum Hollow forty years to grow to a population of one hundred.

In 1836 a box of iron ore carried by Joseph J. Albright to Northampton County was the means of attracting the attention of William Henry. Henry then prospected Lackawanna Valley and finally succeeded in interesting George Scranton and others in its great resources. In 1840 these gentlemen together with Selden T. Scranton, Sanford Grant and Philip H. Mattes, formed the nucleus of the Lackawanna Iron and Steel Company. The construction of an iron furnace was immediately begun, and the industrial development of the village was fairly started. Five years later the population had increased to five hundred, and in 1853 it had reached three thousand. January 27th,



Lackawanna County Court House, Washington Ave.

alone in their occupancy of the attractive site on Roaring Brook. In 1797 they sold out to John Hone. Then in 1799 came the Slocum brothers, Ebenezer and Benjamin, whose sister Frances Slocum was the Indian captive whose experience is historic. The Slocums bought out John Hone and named the settlement "Slocum Hollow," and with this unro-

1851, the name of the village, which had been Slocum Hollow from 1799 to 1848, and then Scranton, was changed to Scranton. The town was named after Colonel George W. Scranton whose energy and genius as a business man were impressed upon every enterprise in which he became interested. He was born in Madison, Connecticut, May



Soldiers' and Sailors' Monument, Court House Square.

Scranton became the successful manager of the iron furnace at Oxford, New Jersey. It was the next year that he formed, with his associates, the iron company which at once commenced work on the site of the present city of Scranton. August 20th, 1840, titles were taken to a large tract of land, which was afterward increased by the purchase of four thousand acres. Slocum Hollow then comprised five dwelling houses, a school house, a cooper shop, a saw-mill and a grist-mill. In 1841 the new iron furnaces were ready for operation, but it was not until 1842 that the first successful blast was made. Anthracite coal was used experimentally in this blast, and the result was most encouraging to those who had invested so extensively in the iron and coal of the valley. The next problem was to find a market for their product. There was then no railroad in the region, and it was very expensive to haul either coal or iron to a railroad, canal or navigable river. The Erie Railroad was in process of construction, being laid with iron rails made in England. In 1844 the Lackawanna Iron and Coal Company built a rolling mill, and then Colonel Scranton secured a contract to furnish the Erie Railroad with several thousand tons of rails. These Scranton-made rails were the first that had been rolled in this country. The successful execution of this contract was the beginning of the prosperity of the company and of the town; it was also very advantageous to the railroad company for thereby the road was completed in time to save for itself the millions of dollars granted by the State of New York. All the rails were hauled fifty miles by wagon to reach the railroad. It was the energy of the pioneers of Scranton that overcame such difficulties, and



Armory 13th Regiment National Guard of Pennsylvania.
Adams Avenue.

23rd, 1811, being the eldest of seven children and the lineal descendant of John Scranton who emigrated from England and was one of the original settlers of the New Haven colony. When only twenty-eight years old George

to the same quality is due the extraordinary and continuous growth of the city.

A few years later Colonel Scranton became interested in the construction of the Delaware, Lackawanna and

Western Railroad, of which the City of Scranton has always been the real center. The beginning of this railroad was in 1850, and from that time its interests have been largely identified with the City of Scranton. In later years came the Delaware and Hudson Railroad, the Central

been called the Western city of the East, in consequence of the tireless energy of its citizens. Among the fathers of the future city whose names are most prominent in her industrial and commercial history were Scranton, Platt, Archbald, Albright, Mattes and Manness.



Public Library. "Albright Memorial." Washington Ave.

Railroad of New Jersey, the Erie and Wyoming Valley, and then the New York, Ontario and Western by means of the Ontario, Carbondale and Scranton Railroad. All of these roads contributed to and shared in the wonderful

In 1866 Scranton was incorporated as a city, and during the decade 1860-1870 the population increased from 9,223 to 35,092.

The year after the City of Scranton was chartered the



Scranton High School, Washington Ave. and Vine St.

development of the Lackawanna Valley and Scranton in particular. The city has never experienced a "boom," but from the time of the incorporation of the borough, February 14th, 1856, it has enjoyed a continuous growth. It has

Scranton Board of Trade was organized, and four years later it was chartered. This organization has always been active in promoting the industrial, financial and commercial interests of the community. At the present time it

has a membership composed of over two hundred of the most prominent business men of the city, and twelve standing committees.

created with headquarters in Scranton. President McKinley thereupon appointed as the judge of the new court Hon. R. W. Archbald of Scranton, who for years had been



Government Building. Postoffice and U. S. Court House.

The political history of the Lackawanna Valley, which centers in Scranton has been characterized by the same active, aggressive spirit that is always manifest in her industrial enterprises. The first settlers of northeastern Pennsylvania came over from Connecticut and founded the county of Westmoreland, and then the legislature of Connecticut promptly passed a law giving the new county equal representation in their body. After the bitter controversy between Connecticut and Pennsylvania was settled, in 1786, Luzerne county comprised what we now know as Luzerne, Lackawanna, Susquehanna, Wyoming, Columbia and Lycoming counties, with portions of Bradford, Sullivan and Montour. The separation of Lackawanna from Luzerne county, April 17th, 1878, was the result of a long continued and strenuous agitation by Scranton citizens who found it exceedingly burdensome to be obliged to go to another city to transact their county business. Time after time the bill was defeated in the legislature at Harrisburg, because strong interests were opposed to the division. The Lackawanna county business is now transacted in the beautiful Court House where three judges preside in the civil and criminal courts and one judge in the orphans' court.

In 1895 the legislature created a new appellate court, called the Superior Court, and Scranton was named as one of the cities in which it would meet. This court sits every January in the Lackawanna County Court House, and brings a great deal of business from out of the city.

A campaign had been carried on for a quarter of a century in Congress to secure the formation of a new Federal district for eastern Pennsylvania. Several years ago this was brought to a successful conclusion through the efforts of Hon. William Connell—the Scranton representative. The Middle Federal district of Pennsylvania was thus



Colonel E. H. Ripple, Postmaster.

the president judge of the courts of Lackawanna county. The Federal court room is on the second floor of the Government building.

Scranton is also the headquarters of the internal revenue district of northeastern Pennsylvania.

It is a difficult undertaking to try to name in one sen-

ration will be equal to any task and responsibility that they may be called upon to meet."

Scranton occupies a valley and also a succession of gently-rolling hills, the most important of which is Hyde Park Hill from whose summit a beautiful view is obtained. Topographically the streets of the city may be described as



Hotel Jermyn, Wyoming Ave. and Spruce St.

tence the principal attractions of a city like Scranton. Several years ago President J. A. Lansing of the Board of Trade said: "We have unsurpassed railroad facilities, more abundant water supply, the brightest and clearest

everywhere undulating but nowhere steep. The elevation of the Court House above the sea is 745 feet.

The city is surrounded by mountains two thousand feet high, and it enjoys the great advantages of an invigorat-



The Country Club, Scranton, Pa.

sunlight, the best school houses, the smallest debt, the lowest tax rate on actual valuation, and everything that goes to make up a delightful town to live in of any city of 100,000 inhabitants in this land, and the men of this gene-

ing atmosphere, pure water and perfect drainage. The temperature seldom goes above ninety degrees in summer, or below zero in winter. Pulmonary troubles are not indigenous. On the hillside a few miles from Scranton

may be seen a cluster of tents where consumptives from a distance have come to live. "And they are being cured too," the physician remarked who pointed them out to the writer.

The residence streets of the city are well paved with

great ice cap was along the southern boundary of Luzerne county, and Lackawanna was covered with drift and "till." At Scranton the striae on the rocks indicate that the course of the movement was south 53 degrees west. A glacial terrace lies nearly one hundred feet above the river,



Residence of Colonel L. A. Watres, Elmhurst Boulevard.

Built by Peter Stipp.

asphalt and lined on either side with trees and beautiful homes. The fine drives up and down the valley and across the hills to nearby summer resorts and lakes are particularly appreciated by people of leisure. Nay Aug Park, through which Roaring Brook leaps down over the roman-

and below Scranton two terraces are seen with sharp escarpments which were formed by the cutting action of the river. Pot holes in rocks, formed by stones revolving under the impulse of glacial currents, are found just north of Scranton. North and northwest of Scranton the coun-



George F. Reynolds' Suburban Property.

tic falls, is a delightful and popular resort. Within less than an hour's ride of Scranton are a number of mountain lakes of glacial origin which attract many visitors and cottagers during the summer.

The varied topography of the Lackawanna Valley is largely due to glacial action. The terminal moraine of the

try is broken and diversified. It is a labyrinth of hills and connecting valleys of the Devonian and Silurian age, and all covered with a mantle of glacial drift. Twenty miles northeast of Scranton are the Twin Elk Hills, reaching twenty-seven hundred feet above the sea, and showing striae to their very summits. This indicates that at Scranton

ton the ice cap was not much less than half a mile in thickness.

Geographically Scranton is situated upon the highlands of northeastern Pennsylvania in the northern anthracite coal region, about 150 miles from New York City and Phi-

ed by prosperous towns that are tributary to it. Its situation is evidently more advantageous than that of most other cities of its size in the United States. Moreover, as the headquarters and shipping point of the Lackawanna Valley coal mining companies Scranton has a unique and



Residence of Charles Schlager, Esq.

adelphia and 317 miles from Pittsburg. It is not in competition with these older and larger cities, but it is near enough to them to be easy of access, and to effect the interchange of coal and other heavy products in the inexpen-

very great advantage over cities with which it is otherwise comparable. And this advantage is two-fold. First, the work of mining, preparing for market, hauling and shipping the coal is necessarily done from here, and this



Interior of Residence of Charles Schlager, Esq.

sive haul of a single night. Its location therefore affords unusual commercial advantages for an inland city, besides being admirably situated as the metropolis of the Lackawanna and Wyoming valleys—being completely surround-

makes in itself enough business to support a prosperous city. Second, the cheap fuel attracts many manufacturers who save enough on power alone to enable them to pay dividends while competing plants, less favorably

located, are obliged to close their works or operate at a loss.

The valley of the Lackawanna is about thirty-five miles in length from north to south, and is really an extension of the beautiful valley of Wyoming. Scranton is situated on the banks of the Lackawanna River near the center of this region which is known as the northern anthracite coal field. The area of the field is 198 square miles. Eleven coal measures are found here aggregating from thirty to

commercial value of that kind of coal. In 1830, however, owing to the opening of Eastern markets through the operation of the Delaware and Hudson Canal, the annual production of the northern field reached 43,000 tons. Fifty years later it was 1,141,927 tons; and in 1902, as stated before, it was 10,985,649 tons. According to William Griffith, M. E., the average increase in the demand for anthracite coal in this country since the civil war has been one and one-fifth million tons per annum.



Residence of F. W. Gerecke, Esq.

fifty feet in thickness. The yield of the five measures generally worked averages about six thousand tons per acre. The total amount of coal in Lackawanna and Wyoming counties, called the Wyoming region, has been officially estimated at 5,700,000,000 tons, of which 1,670,733,552 tons had been mined previous to 1902, leaving 4,029,266,448 tons to be mined. Lackawanna county is divided into the first and second coal inspection districts. The production of the first district for the year 1902 was 4,932,924 tons, and the number of employees was 18,490. The production of the second district for the same year was 6,052,725 tons, and the number of employees 18,229. The increase in the production has been rapid. In 1820 the use of hard coal was still experimental. Many people, hearing that the "black stones" would burn had tried them as fuel without success, and there resulted a general incredulity as to the

Culm.

When anthracite coal was first sent to market, indeed as late as 1853, it was always in large lumps just as it came from the mine; and the consumer had to break the lumps into smaller pieces to fit his fire-place the best way he could.

In 1852 the Delaware, Lackawanna and Western Railroad introduced a machine at their Scranton mine to break the coal into convenient sizes, and the next year they installed a steam-power coal breaker at their Diamond mines. Some years later a breaker was erected at the mines of the Delaware and Hudson Canal Company, and then it was generally used throughout the anthracite region. The convenience of coal in its familiar commercial form has been gained by wasting from twenty to thirty per cent. of the coal. This waste material, which is crushed and pul-

verized coal, accumulates in immense quantities at every breaker. In some localities around Scranton these culm piles are the principal feature of the landscape. The material is often piled up to a height of about one hundred feet and for several hundred feet in length. A small railroad is built up the side of the artificial hill and on this the cars

sold on the dump to Scranton manufacturers for fifteen or twenty-five cents per ton.

In 1885, Dr. H. Hollister, the historian of the Lackawanna Valley, wrote:

"This appalling amount of waste is a total loss to coal territory, to all companies engaged in its production, and



People's Coal Co., Tenth St.

loaded with waste are pulled up by a cable and emptied at the top of the mound. These black pyramids, all formed from the purest coal, represent a tremendous waste. Some of the piles contain more than a million tons, and yet a few years ago they were worth less than the ground on

to the world at large. Before half of the coal owned by companies in the valley is mined, the culm piles, which already smother villages and cities along the Lackawanna, will close up the valley with ground coal, and obliterate the fair vale from the sight of coming generations. Within



People's Coal Co. Retail Depot.

which they rested. Consequently anybody could have the culm without money and without price. Recently, since it has been demonstrated that this material, so long rejected, makes good steaming fuel when properly used, it has been

the anthracite coal area lies sufficient culm to pay the national debt if it could be utilized with judgment and economy. Within a radius of three miles of the Scranton court-house are two hundred and fifty boilers where steam

is generated exclusively from culm. The manufacturers save at least \$25,000 each month in this manner. Still, in spite of this, 6,000 tons of the purest coal are wasted every day in the year, and thousands of tons accumulated in culm dumps."

Although the local demand for culm is increasing every year, which has a tendency to raise the price, and the percentage of waste has been largely decreased, yet it must be many years before consumption gains on production, or makes any great diminution in the accumulations of half a century.

Some boiler plants, for example the power house of the Scranton Street Railway Company, have been located adjacent to culm piles, and the material is carried directly into the fire boxes, which are provided with McClave grates made in Scranton especially for this fuel.

elective bodies called the Select Council and the Common Council.

The executive government of the city is carried on through a City Recorder and nine departments, established by ordinance approved March 7th, 1901. These departments are as follows, namely: Public Safety, Public Works, Collector of Delinquent Taxes, Assessors, City Treasurer, City Controller, Law, Charities and Correction, and Sinking Fund Commission.

The salary of the City Recorder is fixed by said ordinance at \$3,000 per annum, and he is required to give a surety bond in the sum of \$25,000 for the faithful performance of his duties.

The salaries of the directors of the departments of Public Safety and Public Works are \$2,500 each. The salary of the members of the Board of Assessors is \$1,500 each



Residence of J. J. Williams, Esq.

THE CITY GOVERNMENT AND ITS INSTITUTIONS.

Scranton was incorporated as a city of the second class in 1901. Under the previous incorporation of 1866 the city was made up of Providence, Hyde Park and Scranton boroughs and Providence township. Subsequently portions of Dunmore and Lackawanna townships were annexed. The legislation of the City of Scranton is enacted by two

per annum; of the City Treasurer \$4,000, and of the City Controller and City Solicitor \$2,500 each per annum. The Director of the Department of Public Safety is also Director of the Department of Public Charities and Correction—the salary of the latter office being included in the salary of the former. The salary of the members of the Sinking Fund Commission is \$50 each per annum. The heads of the departments of Public Safety, Public Works,

and of Law, and also the City Controller, are required to give surety bonds in the sum of \$10,000 each, and the City Treasurer in the sum of \$80,000, and each member of the Board of Assessors and of the Sinking Fund Commission in the sum of \$1,000, conditioned for the faithful performance of their several duties. These bonds are paid for by the city.

The Superintendent of Police is appointed by the Direct-

Public Safety. The Chief of the Bureau of Fire is required to furnish a surety company bond in the sum of \$5,000 to secure the faithful performance of his duties. The Bureau of Engineering, the Bureau of Highways and Sewers, and the Board of Park Commissioners are attached to the Department of Public Works. The head of the Bureau of Engineering is known as the Chief Engineer. He must be a civil engineer of at least five years' practical experi-



Residence of Dr. J. L. Wentz.

or of the Department of Public Safety, by and with the advice and consent of the Select Council. The police force consists of one captain, four lieutenants, three desk sergeants and forty-six patrolmen.

The Bureau of Health and the Bureau of Fire, as well as the Building Inspector and Plumbing Inspector, are under the control of the Director of the Department of

ence. He receives a salary of \$2,000, and is required to furnish a surety bond in the sum of \$3,000. The head of the Bureau of Highways and Sewers is known as the Superintendent of Highways and Sewers. He receives a salary of \$1,500, and is required to furnish a surety bond in the sum of \$2,000.

The principal officers of the city, 1903, are: Mayor, Alex-

ander T. Connell; City Treasurer, F. S. Barker; City Controller, P. W. Costello.

United States and County Buildings.

The United States courthouse and postoffice building was erected in 1892 at a cost of about \$250,000. It is located at the corner of Washington avenue and Linden street. The building is a three-story one, one hundred feet square, and constructed of light gray granite.

The rapid growth of business in the Scranton Postoffice soon exhausted the enlarged accommodations thus provided. The removal of a part of the work to the West Scranton

dated February 24th, 1890, the donors being the heirs of Joseph J. Albright and Elizabeth Albright. The conveyance to the city was subject to several conditions which were accepted by the municipality in an ordinance of April 5th, 1890. The trustees named in the first deed were William T. Smith, Henry Belin, Jr., and Alfred Hand, and these trustees, April 5th, 1890, conveyed the property to the City of Scranton. Under this deed of conveyance the library is managed and controlled by a board consisting of sixteen trustees, of whom the mayor is an ex-officio member; nine are nominated by the mayor, three are appointed



Residence of Dr. J. L. Wentz. Interior of Hall.

office afforded considerable relief, but again there was urgent need of more room. An addition to the building is now being built at a cost of about \$90,000.

The Court House is a large and imposing structure, built of native mountain stone. It stands in the centre of a beautiful square in the midst of many maple trees; on corners of the square stand the monuments of George Washington and Columbus and near the centre a handsome monument erected to the memory of the brave soldiers and sailors who served in the civil war.

The Scranton Public Library. Albright Memorial Building.

The City of Scranton has a beautiful free public library building centrally located on North Washington avenue between the City Hall and the High School. The site was presented to trustees for the city by deed of conveyance

by the Board of Trade and three by the presiding judge of the Court of Common Pleas of Lackawanna County.

In 1892 the library building thus provided for was finished and opened to public use. The building is beautiful and appropriate in design, very substantial in construction and artistic in every detail. It would be an ornament to any city. The property, exclusive of books, furniture and equipment is appraised at \$160,000. The catalog contains over sixty thousand cards, to which number between five and six thousand are added yearly. In the Reference Department and Reading Room are kept on open shelves several thousand standard works of reference, and the regular issues of twenty-seven weekly, one hundred and eight monthly and ten quarterly publications. The library has four branches in suburban districts.

The officers of the library are Hon. Alfred Hand, presi-

dent; James Archbald, vice-president; Henry Belin, Jr., treasurer, and Henry J. Carr, secretary and librarian.

The Public Schools.

The citizens of Scranton are justly proud of their fine system of public schools. The new High School building is a handsome edifice which is worthy to stand first among the forty substantial public school buildings of the city.

The Hillside Farm.

This is the euphonious name by which Scrantonians speak of their model almshouses. In 1862 the Scranton Poor District purchased a farm, now known by this name, about nine miles from the city. In 1878 a new poorhouse was built thereon. It is a substantial brick building 50 by 100 feet, and four stories in height. It is heated by steam, and each floor is supplied with hot and cold water. It



A Bit of Scenery on the D. L. & W. R. R.

These forty buildings are appraised at \$1,864,000. Although new school houses are being constantly built, the authorities have found it impossible to thus increase the accommodations as fast as the enrollment increases; and conse-

accommodates two hundred and fifty inmates.

Other buildings have since been erected. In 1882 a building for the insane was completed at a cost of \$40,000. In 1888-89 two additions were made to this building



Passenger Locomotive, D. L. & W. R. R.

quently twelve "annex" buildings are now used for such additional accommodations. These "annexes" are usually rented, and they are chosen in localities that will be most convenient for the scholars. During the past three years the enrollment has increased from 16,192 to 18,286.

at a cost of \$60,000. The buildings are supplied with water from an artesian well four hundred feet deep sunk in 1883 at a cost of \$3,500. Among the other buildings is a beautiful conservatory erected at a cost of \$15,000.

RAILROAD AND TRANSPORTATION FACILITIES.**Delaware, Lackawanna and Western Railroad.**

This popular trunk line, now one of the most important in the East, originated in a very humble way, and its evolution makes an interesting historical study.

As early as 1819 Henry W. Drinker, being impressed with the value of the coal deposits of the Lackawanna valley, conceived the idea of a railroad to be operated by horse power and hydraulic power, connecting the Susquehanna River, through the Lackawanna valley, with the Delaware Water Gap. Such a route was actually explored by Mr. Drinker, but no instrumental survey was made until 1830. In 1826, however, Mr. Drinker secured from

the present name adopted. Since then, from time to time, more than a dozen other connecting railroads have been acquired, until now the system includes 947 miles of track.

This sketch of the beginning of the Delaware, Lackawanna and Western Railroad, explains in part why Scranton has always been so important on this system. Another reason, less sentimental, but more weighty, is the fact that this railroad company acquired immensely valuable coal properties in and about Scranton, and from the operation of these mines great revenues are received. But apart from these considerations, the natural growth of Scranton, its commanding position as the metropolis of Northeastern Pennsylvania, and the heavy tonnage at this point required for its handling very extensive and constantly increasing facilities. Early in its history this



Car Shops and Yard, D. L. & W. R. R.

the Pennsylvania Legislature a charter for the "Susquehanna and Delaware Canal and Railroad Company," and five years later the survey, mainly coincident with the present southern division of the Delaware, Lackawanna and Western Railroad, was made by Ephraim Beach. A company was organized to promote the construction of the road, but the capital could not be obtained. About the same time Thomas Meredith was trying to raise capital for his "Lackawanna and Susquehanna Railroad" to connect Great Bend with Providence—which is now a part of Scranton.

In 1847 Col. George Scranton became interested in these projects and proposed a locomotive railway. After overcoming many difficulties, what is now known as the northern division of the Delaware, Lackawanna and Western Railroad was built, and opened to traffic in October, 1851, under the name of the Lackawanna and Western Railroad. The company was consolidated March 11, 1853, with the Delaware and Cobb's Gap Railroad Company, and

company built shops in Scranton for the repair of cars and locomotives. In 1854 these shops consisted of one brick building on Washington avenue, in the form of an E, the main part being two hundred and ten by seventy-five feet, and the two wings being each two hundred by fifty-five feet. The next year foundry and engine houses were erected. In 1860 another shop was erected, one hundred feet square. In 1862, 1865 and 1866 other extensive shops were located here. Improvements and extensions in these shops have continued up to the present time.

The New Shops.

About 1901 the increasing traffic of the road made such urgent demands for increased switching facilities and yard accommodations, that the removal of the old shops was seen to be imperative. An extensive tract of land about two miles north of the City Hall was graded and laid out to accommodate the new shops—whose erection is now being pushed as rapidly as practicable. These shops when completed will be one of the largest and finest

plants of the kind in the country. The total cost of the improvements will be about one million dollars. The property is 4,500 feet long by 1,400 feet in width. Twelve hundred feet at the rear of the yard is reserved for the storage of material. On a line across the yard are six buildings as follows:

A mill, 90 by 400 feet, with concrete floor, steel trusses, Blacksmith shop, 80 by 300 feet, steel trusses and no posts.

above described will hold 150 cars.

A tunnel from the power house carries the steam pipes for heating, water pipes, compressed air pipes and electric wires for light and power. Electric power will be used for all the heavy machinery and compressed air for the rest. All the electricity used will be of an alternating current. The power house will have two 300-kilowatt generators and one 100-kilowatt generator.



Finch Manufacturing Company. Eighth and West Linden Sts.

Machine shop, 80 by 180 feet, in the form of L. Power house, 50 by 180 feet, with chimney 175 feet high. Store-house, with office on second floor, 44 by 105 feet. 1 lumber shed.

Two hundred feet in front of these shops, and separated from them by a street, are located two repair shops, 150 by 400 feet each. These shops will accommodate 96 cars. The shops are alike except that one has an electric trolley crane for lifting steel cars.

One hundred feet in front of the repair shop is the paint shop, 60 by 400 feet, which accommodates 30 cars. Another building, 20 by 300 feet, is for storing and painting furniture.

North of the repair shops is the yard for holding the cars undergoing light repairs. It accommodates 130 cars. The storage yard just outside and south of the grounds

The mill will have 61 wood-working machines run by 26 motors, aggregating 120 H. P. The buildings will be lighted have 15 machines run by 15 motors.

The machine shop will have 49 machines run by 13 motors, aggregating 120 H. P. The building will be lighted with 220 arc lights, having attached the General Electric Company's concentrated light diffusers. The grounds will be lighted all night by 30 arc lights.

The boiler plant has a capacity of 938 H. P. It is expected to use 550 H. P. in summer and 850 H. P. in winter, including heating and lighting.

The buildings are wholly of steel and vitrified brick. They are connected by about ten miles of railroad track inside the grounds, also dolly tracks and turntables of 22-inch gauge.

These new shops will repair all the freight cars, about

27,000 in number, used by the Delaware, Lackawanna and Western Railroad—except only grain cars which are repaired in a small shop in Buffalo.

After the plant is in full operation it is expected to use the new shops also for car building. The number of employees here is estimated at 800, with a probable increase to 900 or 1,000.

The Laurel Line.

This is the familiar name given to the new Lackawanna and Wyoming Valley Railroad which is being constructed from Carbondale, seventeen miles north of Scranton, to

This road, in which Scranton has reason to take much pride, is itself a strong re-enforcement of her claim to the sobriquet of "electric city."

The two counties through which the road extends have a population of half a million people. These two counties, formerly one county, constitute socially an urban district, and geologically they include one of the richest anthracite coal regions of America. Scranton is the metropolis of this rich region whose wealth of black diamonds extends from border to border. The valley has always been united in interests and industries, and between the many pros-



Lackawanna & Wyoming Valley R. R. (Laurel Line) Looking Toward Power Station and Car House at Scranton.

Wilkesbarre, twenty miles south of "the electric city." Seventeen miles of the road south of Scranton are already in operation, and the line will be operated to Wilkesbarre about December 20, 1903. This road is built in the first-class style of a steam railroad, but is operated by electric power for its passenger service, with the best equipment to be found anywhere for this purpose. The plant and its installation, in which the Westinghouse Electric Manufacturing Company is largely interested, has some mechanical features not to be found anywhere else. To this extent the plant is experimental, and well deserving of study by all electric railway engineers. But as an operating road it has already demonstrated its success; and judging from the patronage the road is receiving, even before its terminal is reached, it will be a notable financial success.

perous towns therein and the central city of Scranton there is a rapidly growing commercial and social intercourse. The half dozen trunk lines of railroad that enter the valley are all chiefly coal-carrying roads, and their passenger departments give the best accommodation to the heavy through business. While Scranton owes an incalculable debt to these old railroads that have connected her mines with the markets of the world in every direction, yet it is true that the development of the local commerce of the valley, of which Scranton must always be the centre, has not been particularly favored by the trunk lines, and there is plenty of such local business to be developed by the Laurel Line without any appreciable diversion of traffic from the older railroads. In other words, the half million people in the valley who naturally prefer

to trade in their own metropolis will be provided with exceptional facilities for doing so, and the wholesale and retail trade of Scranton will be more benefitted by the Laurel Line than by any of the older lines. That the new line is to be compared with the steam railroads rather

for passenger service. The running rails are of 90-pounds section laid on ties embedded in broken limestone ballast having a minimum depth under the ties of six inches. The right of way has been enclosed its full length with a neat galvanized wire fence. In the crossing of wagon and



Bird's Eye View of Scranton Terminals (Laurel Line).

than with the electric street railways is evident from the following brief description of it:

The Laurel Line was located between terminals previously chosen in as direct a line as practicable to accommodate intermediate towns. The right of way was pur-

chased for the entire distance, the location being made with few curves and generally light grades. The double-track permanent way was constructed for the operation of the heaviest locomotives and freight cars, and at the same time laid with the electric third rail of 75-pounds section

designed to accommodate sixty-two passengers. A wooden and glass partition forms a separate compartment for smokers.

The rolling stock is also first-class in construction and specially designed for this road. The passenger cars are



Main Station, Freight Depot and General Offices, Scranton, (Laurel Line).

chased for the entire distance, the location being made with few curves and generally light grades. The double-track permanent way was constructed for the operation of the heaviest locomotives and freight cars, and at the same time laid with the electric third rail of 75-pounds section

designed to accommodate sixty-two passengers. A wooden and glass partition forms a separate compartment for smokers.

The ride from Scranton to Wilkesbarre on this route is really delightful, and if the traveler is interested in

either geology, engineering or natural scenery, he will want to take the trip more than once for the sake of observation.

Leaving the Scranton terminal by the cut-off the road skirts the rocky gorge at the bottom of which, 150 feet

The principal station buildings of the company, as well as the great power house well deserve description. Suffice to say, however, that the Scranton station of the Laurel Line, which is located at the foot of one of the principal avenues of the city, is an elegant and convenient build-



Inside View of Scranton Station (Laurel Line).

below, Roaring Brook winds its way toward the Lackawanna River. As the road rises several beautiful views of Scranton and the surrounding hills are obtained. After descending the hill the road runs by easy grades through a beautiful section of country with scenery varied from

ing. As a work of architecture it would be pleasing in any locality, and so it may well be cited as a rare example of a railroad station. The terminal property of the Wyoming and Lackawanna Valley Railroad, on which the station is located, is an extensive tract of ninety-eight



Pittston Station (Laurel Line).

rugged hills with outcropping veins to rural meadows. The old planes of the Pennsylvania Coal Company's gravity railroad can be seen from time to time paralleling the road. The many culm piles and coal breakers along the line are a novel sight to visitors from other sections of the country.

acres, bought from the Lackawanna Iron and Steel Company, and situated just south of Lackawanna avenue—which is the dividing line between the north and south parts of the city.

The other principal buildings on the ground, so far erected, are the freight station, the power house and the

car house and repair shop. These buildings not being limited in size by the encroachment of any others, are designed not only for the present but for future development. In style of architecture the buildings may be described as an adaptation of the Tudor-Gothic type.

acres of coal land in Luzerne County Mr. Wurtz, assisted by Mr. Noble, built rafts upon Wallenpaupeck Creek, and upon these rafts the coal which had been hauled by ox teams from his mines was taken as far as Wilsonville Falls, where the stream narrows and leaps over three successive



The Emanuel and Lee Ballast Co. The Scranton Plant Furnishing Ballast for Lackawanna & Wyoming Valley R. R.

Delaware and Hudson Canal Company.

The Delaware & Hudson Canal Company had its origin in 1812 in a project of William Wurtz to provide means for the transportation of anthracite coal from the Lackawanna Valley to the eastern markets. The war with England in

ledges of fifty feet each. Around these falls the coal was carried in wagons to the Lackawanna River, there loaded into arks and so carried to the Delaware River and Philadelphia.

The Philadelphians, however, could not succeed in making



The Emanuel & Lee Ballast Co. Meadowbrook Crushing Plant.

that year cut off the supply of English coal and created an active demand for substitutes. But it cost fourteen dollars a ton to carry coal from the Lehigh region, whereas the best coal lands in the Lackawanna region could be bought for three dollars an acre. After buying several thousand

the "black stones" burn, and so this experimental cargo was used for paving.

Falling during the next ten years to get any market for their coal in Philadelphia the Wurtz brothers turned their attention to New York City and formed the project of a

canal to carry their coal from the Delaware River to the Hudson River. This project developed into the Delaware and Hudson Canal. Owing to the energy and enthusiasm of the Wurtz brothers the authorized capital of the new company, \$1,500,000, was fully subscribed as soon as the

built of timber, laid lengthwise, with rolled iron plates screwed to the timbers.

From the Morning Courier and New York Examiner, of June 12, 1829, the following extract is made: "Locomotive Engines.—We yesterday attended the first exhibition of a



Stone Crusher, Plant and Quarries of John R. Lee.

books were opened early in January, 1825.

The next year the canal was begun and two years later it was completed. The route of the canal follows a valley through which at some remote period the waters of the Delaware emptied into the Hudson.

locomotive engine called 'The Lion,' imported by the Delaware & Hudson Canal Company, to be used upon their railway. On Wednesday (the 10th,) the engine just imported was tried and gave such general satisfaction that the present exhibition was unanimously attended by gentle-



Quarries of Peter Stipp, 327 Washington Ave.

The next undertaking in the development of the coal route was the construction of a railroad from the mines at Carbondale, twenty miles north of Scranton, to the end of the canal, fifteen miles distant. This primitive road was

men of science and particular intelligence. The engine was put up in Mr. Kimball's manufactory by Horatio Allen, Esq., who went to England to purchase it for the company, and it gives us great satisfaction to say that the most im-

portant improvements which have lately been made in the construction of their engine originated with him. It is nine-horse power, having a boiler sixteen and a half feet long, with two cylinders each of three foot stroke. It is calculated to propel from sixty to eighty tons at five miles per hour. The power is applied to each wheel at about twelve inches from the center, and the adhesive power of

dale and used with a stationary engine. The boiler was in use for many years. In 1883 it was exhibited in Chicago at the Exposition of Railway Appliances where it was identified by Horatio Allen who ran it upon its first trip. In 1890, the owners, Lindsay and Early of Carbondale, presented it with some other parts of the old engine to the National Museum in Washington.



First National Bank, 334 Lackawanna Ave.

the wheel arising from the weight of the engine will give locomotion to the whole structure."

The first trip by this engine, and the first trip by any locomotive in the United States, was made August 8, 1829. This trial trip, without cars, was entirely successful; but it was soon found that the road was too slightly built to carry such a "heavy" engine with a train of coal cars, and consequently "The Lion" was retired to a shanty and allowed to go to pieces. It remained thus some fourteen or fifteen years, when the boiler was removed to Carbondale

After the failure of the "Stourbridge Lion" to do its work inclined planes were resorted to which were operated by gravity and mules. Indeed, the gravity system was not superseded by steam until 1899.

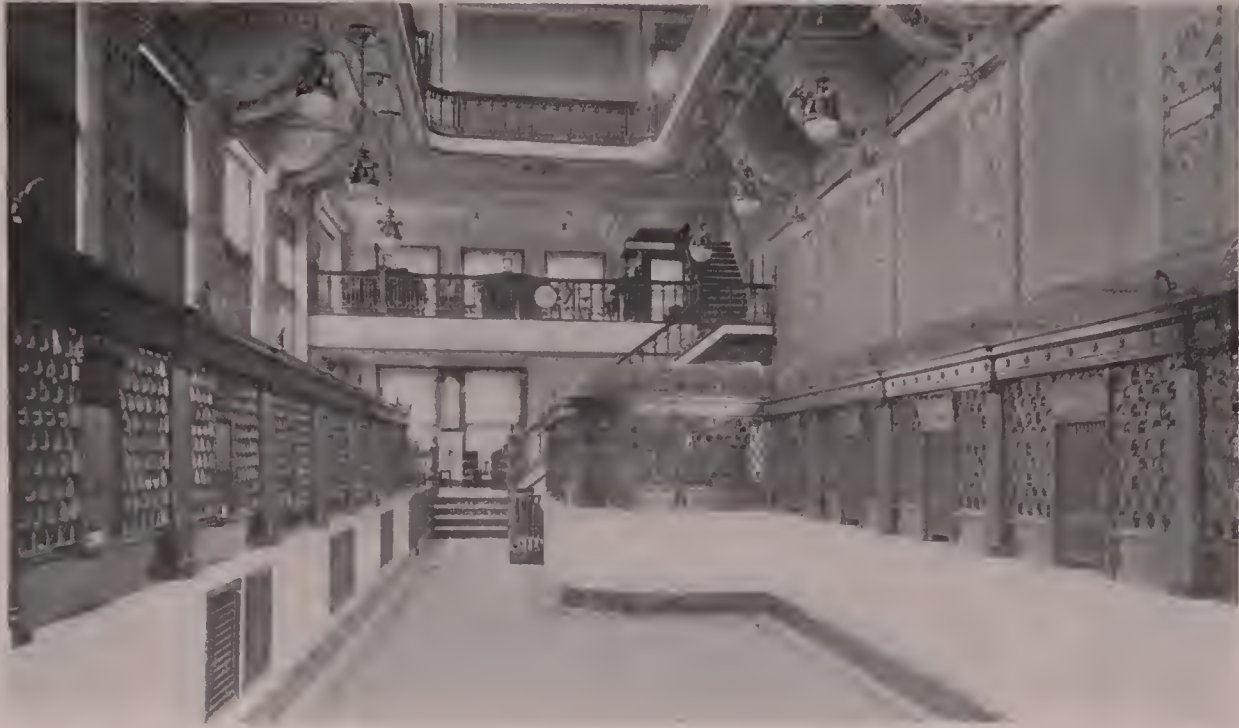
The history of this railroad contains many interesting incidents, but suffice to say in this connection that the road was extended to the vicinity of Scranton in 1860, and that since then the operations of the company have been closely identified with the growth and prosperity of the anthracite metropolis.

New York, Lake Erie and Western.

This road reaches Scranton over the tracks of the Erie and Wyoming Valley Railroad Company.

The latter road was organized in 1882. The total length of the road and its branches is only 75 miles, but it forms

of the community who gave it their patronage in a substantial way. Certainly Scranton has been very prosperous since the Central gave it this new outlet to Eastern markets, and apparently the excellent service provided by this road to New York, Philadelphia, Baltimore, Wash-



First National Bank. Interior Main Floor.

an important connecting link between the other trunk lines, and itself connects many of the coal mines in the vicinity of Scranton with both the Susquehanna and Delaware rivers.

ington, etc., has resulted in a beneficial competition which has kept all the roads entering the city at a high standard. The Central route takes the traveller through valleys full of economic interest and natural beauty. It is one of



First National Bank. Interior View.

The Central Railroad of New Jersey.

This favorite road of New Jersey and Pennsylvania, which is now a part of the Reading system, was constructed into Scranton in May, 1888. Its advent to the Electric City was at once appreciated by the business men

the scenic routes of the East. The products of mines, manufactories and farms constitute the eastbound freight and in such large tonnage that steadily increasing capacity has been required. The road-bed is double-tracked, stone ballasted and fully protected by block signals.

**FINANCIAL INTERESTS: BANKING AND
REAL ESTATE.**

The volume of business and the prosperity of the banking institutions of any community are justly regarded as indexes of the commercial prosperity of the community at large. A brief survey of the history of banking in

Sanderson & Company was opened. In August, 1873, the business was incorporated as the Lackawanna Valley Bank, with a paid-up capital of \$83,500.

The First National Bank.

For over forty years this bank has been the leading financial institution of northeastern Pennsylvania. Or-



First National Bank. Interior View.

Scranton, including the present condition of the thirteen institutions now members of the Scranton Clearing House, is therefore an essential part of any review of the industries and commerce of the city.

The first bank opened in Scranton was a private enter-

ganized May 30, 1863, under the original Bank Act of that year, and among the first to take advantage of its privileges, it has held its charter for twice the allotted statutory period, and has now entered on its third score of years.



First National Bank. Interior View.

prise started May 10, 1855, by Mason, Meylert & Company at the corner of Wyoming avenue and Center street. Five years later they erected a substantial building afterward occupied by the Scranton Savings Bank.

In November, 1855, the private banking house of George

The success of such an institution is made up of opportunity and good management, and the First National has had the combined benefit of both, testifying at once to the business strength of the community in which it has been located, and to the remarkable financial sagacity of those

who have had it in charge. When it took its place in the business world Scranton was a borough of 10,000 inhabitants, and Providence and Hyde Park adjoining, which now unite to form the city, had about 10,000 more. Six times that number make up the present population,

holders to the amount of nearly \$2,000,000. The average dividend rate has been 22 per cent. The present dividend rate is 50 per cent. Beginning with average deposits of \$132,000 the first year, it now has \$9,000,000, a growth that is really phenomenal.



First National Bank. Directors' Room.

but although a dozen other banks have been organized to share the business, the old First has grown faster than the population. To its original capital of \$200,000, it has added a surplus of \$1,500,000, with undivided profits of

During its two score years it passed unscathed through the panic of 1873, the era of tight money following the Grant & Ward failure of 1884, and the very serious stringency in 1893 when so many of the banks of the country



Merchants and Mechanics Bank, 119 Spruce St. Main Floor.

over \$200,000. On "The Financier's" Roll of Honor of National banks, this bank stands third in the United States and first in Pennsylvania. At the same time it has paid liberal and constantly increasing dividends to its stock-

went down. For many years it had the record of not having lost a dollar by bad debts or otherwise, and it is a significant fact in its history that it has never had a director who failed, nor one who was compelled to with-



Merchants and Mechanics Bank, 119 Spruce St.

draw from the board because of financial difficulty. From almost the start the affairs of the bank have been in the hands of Mr. James A. Linen, first as cashier and then as president, and it stands now as a monument to his ability and fidelity. The vice-president is George L. Dickson and the cashier Isaac Post.

Other Banking Institutions.

The Scranton Savings Bank was incorporated February 26, 1867. In 1876 the paid-up capital was increased to \$100,000. This bank does a regular deposit, discount and collection business. Indeed, the state banks of Pennsylvania quite commonly combine the functions of a savings bank with those of a commercial bank—the depositor choosing in which department he will open an account. This bank has deposits of over \$2,000,000 and a surplus and undivided profits of \$315,000. The officers are S. B. Price, president; A. B. Blair, vice-president; H. C. Shafer, cashier.

The Merchants and Mechanics Bank was organized August 6, 1870. In 1873 the paid-up capital was increased to \$250,000. The latest statement shows surplus, \$250,000; undivided profits, \$68,000, and deposits, \$1,700,000.

The first president of this bank was Hon. John Handley.

The present officers are: James J. Williams, president; A. J. Casey, vice-president; Charles W. Gunster, cashier. Mr. Gunster is also secretary of the Scranton Clearing House Association.

The Third National Bank was organized March 1, 1872. A commodious building was erected by the bank and occupied November 1, 1877. Though the early life of this institution was tried by the panic of 1873 and the hard times that followed that year, yet the prosperity and growth of the bank has been continuous. In 1889 the growing business required important changes in the banking rooms. February 5, 1892, the bank's charter was renewed for the second term of twenty years.

The capital of the Third National Bank is \$200,000; its surplus and undivided profits \$691,540, and its deposits over \$3,000,000.

This bank stands No. 32 on "The Financier's" Roll of Honor of National banks in the United States, and No. 11 on the Roll of the State of Pennsylvania. The officers of the bank are: William Connell, president; Henry Belin, Jr., vice-president; William H. Peck, cashier.

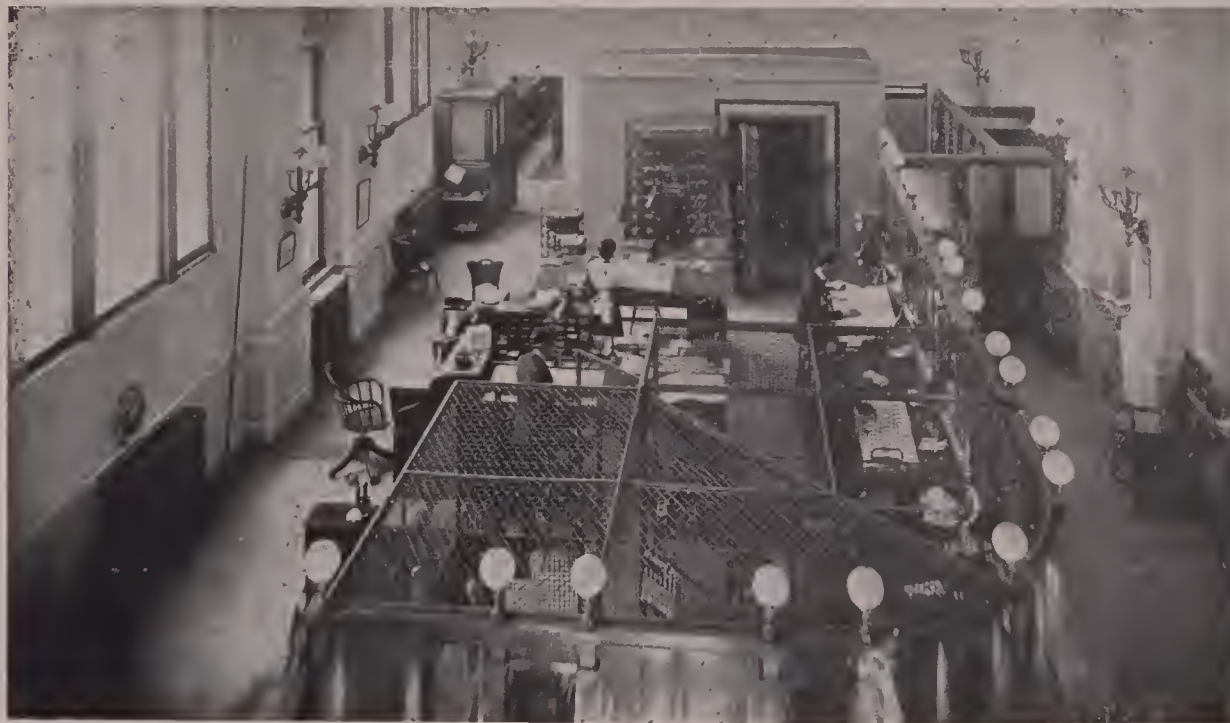
The Lackawanna Trust and Safe Deposit Company was organized in May, 1887, with a capital of \$250,000. The



Merchants and Mechanics Bank. Interior View.

safety deposit vaults of this institution being an important part of the bank's business. The surplus and undivided profits amount to \$214,770 and the deposits reach about \$1,400,000. The present officers are: J. B. Dimmick, presi-

in 1890 with a capital of \$100,000. The business is divided into the two departments, commercial and savings. The surplus and undivided profits amount to \$175,480, and the deposits are about \$1,700,000. The officers are: C.



Merchants and Mechanics Bank. View of Interior.

dent; John W. Fowler, vice-president; F. Hummler, treasurer.

The Traders National Bank commenced business January 2, 1890, with a capital of \$250,000. The surplus and

DuPont Breck, president; R. G. Brooks, vice-president; H. C. Dunham, cashier.

The West Side Bank, which has borne its present name since 1890, is an outgrowth of the Mechanics and Miners



Merchants and Mechanics Bank. Directors' Room.

undivided profits amount to \$170,000 and the deposits are about \$2,000,000. The officers are: John T. Porter, president; J. Jermyn, vice-president; F. W. Wollerton, cashier.

The Dime Deposit and Discount Bank was incorporated

Cooperative Loan Association of Scranton, which was organized December 11, 1873, of which George Sanderson was the first president. The business of this bank also is divided into the two departments, commercial and sav



Traders Bank, Wyoming and Spruce Sts.



Scranton Savings Bank, 120 Wyoming Ave.



Traders Bank. Interior View.

ings. The original capital of \$30,000 has been increased to \$75,000 and the surplus and undivided profits amount to \$27,460. The deposits are about \$700,000. The officers are: W. T. Davis, president; R. G. Brooks, vice-president; A. B. Eynon, cashier.

The County Savings Bank and Trust Company was organized in 1898 with a capital of \$100,000. The present surplus is \$150,000 and the deposits \$1,750,000. The officers are: L. A. Watres, president; O. S. Johnson, vice-president; A. H. Christy, cashier.

The People's Bank was organized in 1901 with a capital of \$100,000. The present surplus is \$33,000 and the deposits about \$360,000. The officers are: Cyrus D. Jones, president; G. F. Reynolds, vice-president; Henry M. Ives, cashier.

The North Scranton Bank was organized in 1901 with a capital of \$50,000. The present surplus is \$5,000 and the deposits about \$180,000. The officers are: Thomas R. Brooks, president; J. R. Atherton, vice-president; T. M. Symonds, cashier.

The Title Guarantee and Trust Company is the third banking institution that was organized in Scranton in 1901. It started with a capital of \$750,000. The present surplus is \$305,000 and the deposits \$1,000,000. The officers are: L. A. Watres, president; H. A. Knapp, vice-president; Frank Phillips, treasurer.

The South Side Bank is the youngest banking institution in Scranton. It was started in 1902 with a capital of \$60,000. The officers were: Conrad Schroeder, president; Stephen S. Spruks, vice-president; F. J. Helriegel, cashier.

That the increase in the number of banks in Scranton



Dime Deposit and Discount Bank,
Wyoming and Spruce Sts.



Dime Deposit and Discount Bank. Entrance.

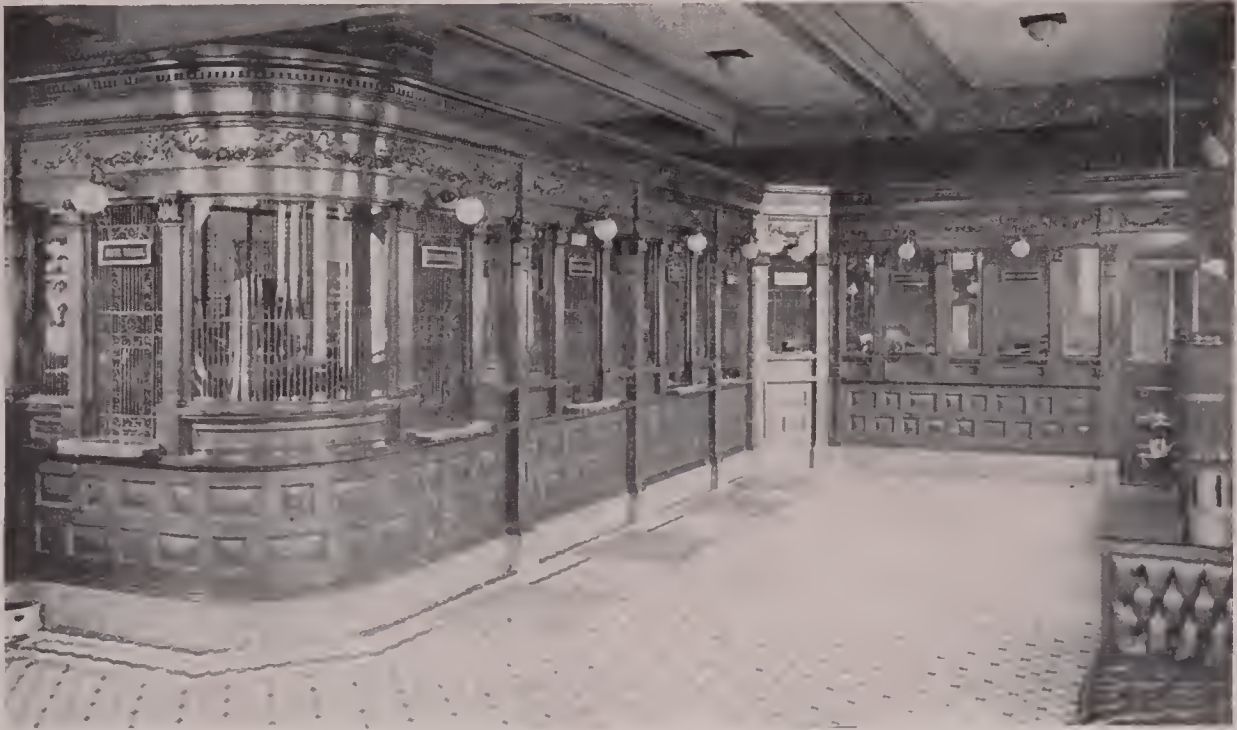
during the past five years from eight to thirteen was warranted by the commercial conditions of the city is indicated not only by the prosperity of the new institutions and the increasing growth of the older ones, but also by

the increasing amount of clearings. During the first ten months of 1903 the clearings amounted to \$87,647,782.11, being an increase of about \$15,000,000 over the total clearings of the preceding year.

Real Estate.

Centrally located real estate in Scranton has had a really wonderful advance in value during the past fifty years. Indeed, it is not thirty years since a swamp occupied what is now the choicest business section of the city.

number of new houses for rent. Assurance of this demand is given by W. T. Hackett, Charles Schlager and other real estate agents. New construction has not kept pace with the increasing population. During the past year strikes have prevailed in the building trades which have



Dime Deposit and Discount Bank. Tellers' Department.

The Court House, postoffice, St. Luke's Church and many other expensive buildings stand on this redeemed swamp whose present value, exclusive of improvements, is about one thousand dollars a front foot.

The City of Scranton, however, extends over many hills,

greatly affected new construction. Under these circumstances permits issued by the Bureau of Building Inspection have generally amounted to somewhere between one hundred thousand and two hundred thousand dollars a month.



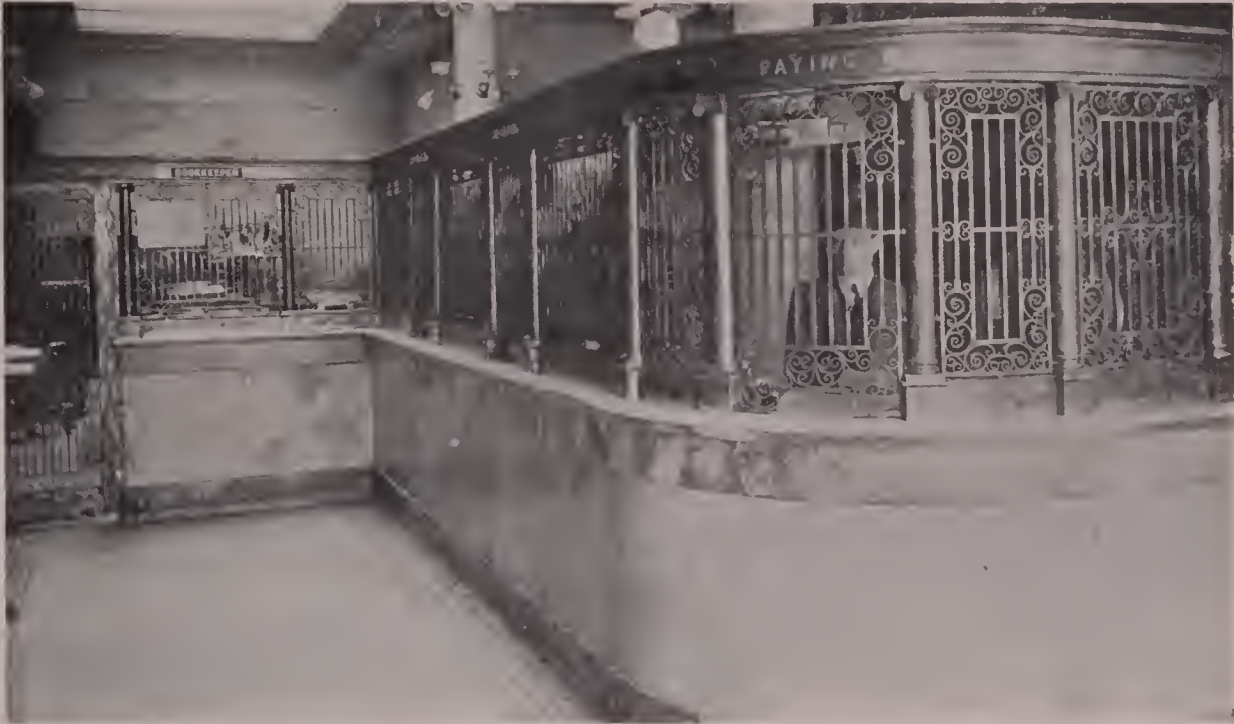
Dime Deposit and Discount Bank. Cashier's Department.

and is well provided with rapid transit to the extent of forty miles of track within the city limits. Consequently good sites for residences can be bought at a low price. There is an excellent demand from tenants for residences, and one of the immediate needs of Scranton is a large

Regarding manufacturing sites in Scranton and its suburbs, it may be said that an unlimited number remain to be taken. Choice locations are still to be had abutting on railroads, river and culm piles. Scranton lots are generally sold exclusive of mining rights, the latter having

been long since disposed of to the great coal mining companies. A large part of the city is undermined more or less completely, at different levels from ten feet to two thousand feet below the surface. It is literally true that a manufacturer here has no difficulty in locating his shops

Through the different stages of village, town and city; through the drastic experience of fires, floods and strikes Scranton has grown in sixty-five years from 100 inhabitants to 120,000. Meantime real estate improvements and values, in spite of their rapid growth, have scarcely kept



Scranton Savings Bank, 120 Wyoming Ave.

within a stone's throw of some culm pile containing millions of tons of the purest coal, which can be had for a few cents per ton.

A chapter might well be written about the new office buildings of the city which have been built principally on

pace with the population.

Special mention should be made of the evident fact that Scranton has good architects. Business buildings and private residences are generally well designed and substantially built. Building stone is found in the vicinity



W. T. Hackett, Real Estate and Insurance, R. E. Exchange Bldg.

Washington, Wyoming and Lackawanna avenues. These handsome buildings occupy ground which only a few years ago was covered with rickety structures that were an eyesore to the community.

of the city, and several large brick yards manufacture a variety of fine bricks.

In brief, it may be said that man has made fair the Lackawanna Valley so richly endowed by nature.

EDUCATIONAL INSTITUTIONS.**The International Correspondence Schools.**

If Scranton contained nothing but this institution and the business immediately dependent upon it, the town would be marked as one of rapid growth and unusual prosperity, and its name, from the extensive advertising and patronage of the schools, would be a household word all over the country. Since its beginning twelve years ago six hundred and five thousand students living in all parts of the world have taken one or more courses of instruction in this all-embracing institution of technical education. At present the enrollment of new students is at the rate of thirteen thousand a month, and the enrolling department alone requires the services of fifty employes. The business correspondence of the Schools together with the letters of instruction to students is very extensive and employs the services of two hundred and fifty stenographers and typewriters and fills three thousand letter files. The beautiful four-story stone building on Wyoming avenue built by the Schools a few years ago, soon proved to be altogether too small to accommodate the business, and at present the overflow is found in a score of the principal office buildings of the city. Altogether the Schools have eleven hundred regular employees, less than half of whom find room in the main building. A new brick building is approaching completion, which will contain over six acres of floor space—the size on the ground being 460 by 167 feet. This



International Correspondence Schools, Executive Department. Built by Peter Stipp.



Mount St. Mary's Academy.

building will be devoted to the printing department of the institution, and it is expected to be the largest printing establishment in the world. The Schools spend in postage alone upward of \$100,000 a year. The instruction papers sent to advanced students are now issued in a series of volumes under the general name of International Library of Technology. These lessons and the books have been prepared by experts in the several branches, and it is claimed that they constitute the best technical work ever offered for sale. Forty-five volumes of the work have already been published. They cover in a popular form but with technical design the subjects of Shop Practice, Applied Mechanics, Steam Engineering, Marine Engineering, Sheet-Metal Pattern Drafting, Electrical Engineering, General Chemistry, Chemical Technology, Metallurgy, Telegraph Engineering, Telephone Engineering, Locomotive Engineering, Navigation, Architecture, Civil Engineering, Mining, and Commercial Law.

The parent corporation, The International Correspondence Schools, has increased its capital from time to time to meet the demands of unprecedented growth. The capital is now \$3,000,000, besides a bond issue which is secured by real estate. The latest issue of the treasury stock was sold at \$125 a share, the par value being \$100.

Mount Saint Mary's Seminary.

On Seminary Heights, one of the beautiful suburban hills of Scranton, is located the campus and new building of Saint Mary's Seminary. To the north and east are the Moosic Mountains; stretching away to the northeast and southwest is the picturesque Lackawanna Valley. The building is four stories high, and is constructed of brick, with native blue stone trimmings and slate roof. It is designed in the style of Modern Renaissance, and is substantial and imposing. It has a frontage on Adams avenue of 200 feet, with two receding wings measuring 175 feet each.



Mount Saint Mary's Seminary. Senior Study Hall.

The International Textbook Company, which publishes these books, was organized in 1891 with a capital of \$100,000. The entire capital stocks of four other subsidiary companies are also owned by the International Correspondence Schools. These corporations are as follows:

	Capital.
Technical Supply Company.....	\$300,000
Scranton Correspondence Schools.....	100,000
Mines and Minerals.....	100,000
Electro-Therapeutic and X-Ray Institute.....	25,000

The basement floor contains the gymnasium, swimming pool, needle baths, laundry, engine room, store rooms, etc. In the centre of the first floor is the chapel, with a seating capacity of four hundred. In the left wing are the library, office, museum, auditorium, two dining halls and kitchen; in the right wing are reception rooms, dining halls, kitchen and a suite of rooms for guests. The second floor contains the class rooms, lecture rooms, music rooms, art rooms, twenty-six sleeping rooms and the infirmary. On the third floor are dormitories, music rooms, study hall



Mount Saint Mary's Seminary. Art Room.



Mount St. Mary's Seminary. Senior Recreation Hall.

and the commercial department. On the fourth floor are practice rooms, gymnasium for the younger students, and rooms for indoor recreation. From this floor two flights of stairs lead to the astronomical observatory.

ture in 1883, and is empowered to confer the usual academic honors. The teachers in this school are sisters in the Society of the Immaculate Heart of Mary, and the prospectus of the institution gives assurance that the



Vestibule of Mount St. Mary's Seminary. Tile Work Executed by W. J. Barriscale, 312 Washington Avenue.

The ground for this building was broken in July, 1900, and it was completed in May, 1902. The historical sketch of this institution shows how it originated in the educa-

Catholic religion with the catechism, church history and related subjects are carefully taught in graded classes, and that all students attend morning and evening prayers,



Professor Siegel's Dancing Academy.

tional work founded in 1858 by Very Rev. J. V. O'Reilly, and which also led to Saint Joseph's, Saint Alphonsus', Saint John's and Saint Cecelia's collegiate schools and seminaries. Saint Mary's was chartered by the legisla-

assist daily at holy mass, approach the sacraments of penance and holy communion at least once every month, make a visit to the blessed sacrament and recite a chaplet of the rosary together daily, while each has her own spe-

cial time for private devotions, and also, once a year, an opportunity to make a spiritual retreat.

Special services of devotion are conducted in the chapel during the months of October, March, May, June, during the Lenten season, and in preparation for the feast of the holy infancy of Jesus and for the feast of Saint Aloysius.

The head of the Seminary is known by her official title, the Mother Superior. The institution is strongly recommended to parents by the Right Reverend M. J. Hoban, Bishop of Scranton, and his picture is the frontispiece of the prospectus from which the above statements were derived.

The Pennsylvania Oral School for the Deaf.

This institution was incorporated in 1884. It had its origin in the work of Mr.—afterward Rev.—J. M. Koehler, who began in 1882 to teach a class of deaf children. Hon. Alfred Hand, Rev. Dr. S. C. Logan, and other prominent citizens soon recognized the value of the work. Through their work, as a committee of fifteen, funds were received for the maintenance of the school, and the number of pupils increased. The friends of the school believed that it should be made a state institution, and after repeated efforts at Harrisburg an appropriation was secured in 1889. The same year the school completed a new building which



Entrance to the Young Men's Christian Association Building.

The School of the Lackawanna.

This school was established in 1873 by Rev. Thomas M. Cann. In 1875 suitable buildings were erected and the school was carried on in two departments. The next year the school was reorganized under its present name, and its reputation as a high-grade school has been continuously maintained. It is generally recognized as the foremost classical school in northeastern Pennsylvania. It has prepared students for all the great colleges and scientific schools of the East.

accommodated fifty boarders. Within five years two other large buildings were erected, which left the whole of the first building for class rooms, and gave accommodations for upward of eighty scholars.

The school grounds comprise two blocks, extending from Washington to Jefferson avenue, and from Electric street to Drinker Turnpike. From the foundation of the institution Hon. Alfred Hand has been its president.

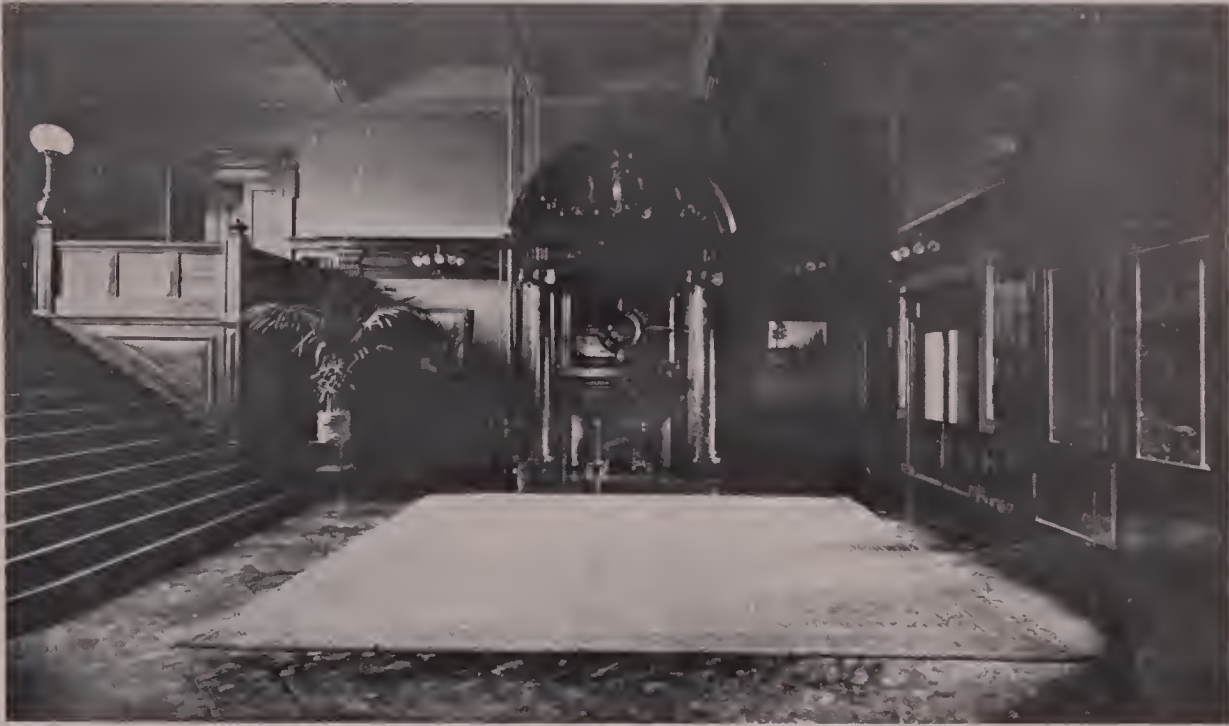
Among institutions of its class this school stands very high; indeed, it has a national reputation.

The Scranton Conservatory of Music.

This school, at the corner of Adams avenue and Linden street, was opened in 1896 by Professor J. Alfred Pennington, the present director of the institution. The method of piano instruction used is the Faelten system. The school accommodates two hundred pupils, and is the only institution of the kind in the Lackawanna valley. The

PHILANTHROPIC AND SOCIAL INSTITUTIONS.**The Young Men's Christian Association.**

The beautiful new building on the corner of Washington avenue and Mulberry street, which was opened by the Association February 17th, 1903, would be a credit to any metropolis. It is a fit home for an institution which for



Rotunda of the Young Men's Christian Association Building.

faculty consists of seven teachers besides the director. Twenty-seven new pianos have just been bought from a Scranton piano manufacturer for the exclusive use of the pupils of this school.

thirty-five years has had the active sympathy and support of Scranton's best citizens, and which in many different ways has served the city in the preservation of morals, the education of youth, the enforcement of law and order



Auditorium of Young Men's Christian Association Building.

The Hardenburgh School of Music and Art teaches instrumental music, drawing, painting and designing.

The Scranton Business College is an institution which compares favorably with similar schools in other cities.

and the fostering of everything that makes for civic righteousness. While the same commendation might be given to most Young Men's Christian Associations, it seems to be peculiarly true of the Scranton Association,

whose history shows that its management has been directed by the prominent business and professional men of the city acting through executive secretaries who have been remarkable for their zeal, energy and efficiency, as well as piety. Many of the men whose names stand fore-

out of which grew the flourishing W. C. T. U., the Young Women's Christian Association, and the Railroad Department of the Y. M. C. A.

In addition to these, the Trinity Lutheran Church, the Grace Lutheran Church, the Grace Reformed Episcopal



Young Men's Christian Association. Senior Gymnasium Class.

most in the history of manufacturing and banking in Scranton were charter members of the Association.

That the institution has been a great source of energy and organization in the community is indicated by the number of prosperous churches and societies that had

Church and the Calvary Reformed Church were organized in the Association building, being aided by the facilities there afforded them. At present the congregation of the First Presbyterian Church, pending the completion of their new building, hold all their meetings in the hand-



Young Men's Christian Association. Intermediate Gymnasium Class.

their beginning there. These institutions are as follows: The A. M. E. Church, the Park Place M. E. Church, the Home of the Friendless, the Cedar Street Mission—now connected with the First Presbyterian Church, the Rescue Mission, the Ladies' Christian Temperance Union—

some auditorium of the Association which seats, in opera chairs, 910 persons.

It was in 1858, fourteen years after the beginning of the Young Men's Christian Association in London, by George Williams, and seven years after the beginning of the first

Association in this country, that the Scranton Association was founded with Joseph H. Scranton as president. During the civil war the organization lapsed, but it was revived in 1868, Mr. Alfred Hand being elected president. The third floor of the building, No. 324 Lackawanna Ave-

toxicating liquors. This resulted in the indictment of 113 saloon keepers for Sunday and other illegal liquor selling. The next year President H. M. Boies reported that an examination of the court records showed the result of this law enforcement work to be a diminution of criminal



Young Men's Christian Association. Junior Gymnasium Class.

nue, was rented and furnished by the Association. At the end of the year President Hand reported an increase of membership from 24 to 381. One of the Scranton newspapers declared at that time that "the Young Men's Christian Association is rapidly becoming one of the favorite

cases and an increase of license fees which amounted to at least \$30,000.

In April, 1874, the Park Place Chapel, built by the Association, was opened and dedicated for union services. Six weekly meetings were regularly held. In November of



Young Men's Christian Association. High School Gymnasium Class.

and most useful institutions of our city." The next year eleven standing committees were actively at work—the eleventh one being engaged in a canvass for a new building.

In 1871 the Association began an active movement for the enforcement of the laws regulating the traffic in in-

the same year the Association opened a branch in Hyde Park. In 1875 and 1876, under the presidency of L. B. Powell, a campaign was carried on against the houses of ill fame which drove all but three or four out of thirty or forty from the center of the city.

The following years were marked by various activities

and irregular growth. In 1880 the Railroad Department of the Association was organized. It was not until 1883 that the Scranton Association adopted the policy, now universal among the Young Men's Christian Associations of this country, expressed in the motto, "work for young

city, and he personally accompanied members of the Association to the offices of business men and urged upon them the necessity of providing a suitable home for the institution. At the last meeting in the Rink pledges toward a building fund were received to the amount of \$32,182.03.



Young Men's Christian Association. Business and Professional Men's Class.

men by young men." Before that time it had been, as President Connell expressed it, "anything and everything for anybody and everybody." Here as elsewhere, the policy of concentration has been abundantly vindicated by its results.

November 4th of the same year, a contract for \$44,980 was awarded for the erection of a new building on foundations which had already been put in. This building, located on Wyoming avenue, was opened with a public reception February 3rd, 1887, at which \$9,000 was subscribed for the



Young Men's Christian Association. Swimming Pool.

In January, 1885, D. L. Moody held a three days' meeting in the Rink at which great religious interest was aroused. Mr. Moody was well acquainted with the great value of the Young Men's Christian Association to any

erection of a gymnasium and auditorium.

The Scranton Republican in its editorial comment on the completion of the fund of \$70,000 remarked: "The exhibition of the hold the Young Men's Christian Associa-

tion has on the hearts of the leading and most influential citizens of Scranton is wonderful, astonishing even those who were present at the opening receptions."

It would be a pleasure to mention here the names of the officers of the Association to whose energy and devotion

which gave Scranton what was then probably the best Y. M. C. A. building of any city of its size.

Colonel H. M. Boies was elected president in 1888, and served for three years. He was succeeded by Mr. William J. Hand, son of Mr. Alfred Hand—the first president of the



Home for the Friendless.

so much credit is due, but so many have been actively identified with the institution, and have largely contributed to its prosperity, that any selection of names seems almost invidious. Mr. Thomas T. Horney was general

Association.

In 1892 Mr. George G. Mahy, the general secretary of the Association, was called to that position which he has so well filled to the present time. In 1893 Mr. A. W. Dickson



Home for the Friendless. Reception Room and Exchange.

secretary from February, 1881, to December, 1890, and Mr. William Connell was president from 1884 to 1888. These two terms of office covered the very trying years of the building canvass and the execution of the undertaking

was elected president. The next year Mrs. Frances A. Hackley of New York, being informed of the educational work and needs of the Association, very generously placed in the hands of the Board of Trustees the sum of

\$35,000 to be used for the establishment of a manual training school. The success of this school attracted attention all over the country.

In 1897 Mr. H. C. Shafer was elected president. During the ten years that the building had been used the institu-

larly frequented the building for mental, physical, social or spiritual help and training without a place of resort, and the workers dazed with the suddenness of the loss.

Realizing the importance of the emergency the trustees did not lose a single day. The afternoon of February 4th



Home for the Friendless. Dining Hall.

tion had really outgrown the accommodations which at first seemed ample. The membership had increased to over fourteen hundred and the daily attendance was upwards of five hundred. On the 3rd of February, 1898, the eleventh anniversary of the dedication of the building—

a joint meeting of trustees and directors was held in the Board of Trade rooms, and they issued a call for one hundred thousand dollars in subscriptions, and headed the list with their personal subscriptions to the amount of twenty thousand dollars.



Scranton Private Hospital, Wyoming Avenue and Mulberry Street. Chas. E. Thompson, M. D., Supt.

occurred the fierce and uncontrollable fire which destroyed the structure into which so many generous gifts had gone and for which so many earnest efforts had been made, leaving at least seven hundred young men who had regu-

The next year the splendid building site, 90 by 200 feet, on the corner of Washington avenue and Mulberry street, was purchased and building plans adopted. The present elegant building, which cost complete \$340,000, was opened

February 17th, 1903. It combines beauty and utility in the highest degree, and is a continual source of satisfaction to all visitors and residents of the city, and especially to its twenty-four hundred members.

The spacious rotunda or reception hall is an impressive feature of the building. The stately staircase leading to the upper floors, the reading room, the game room, the coat room, and the entrances to the elevator, gymnasium and auditorium can all be seen from the Secretary's office. The gymnasium is 51 by 76 feet without an obstructing post. The handsome auditorium seats 910 persons. It is ventilated by powerful fans. The stage is large and designed for various forms of entertainment.

the building, reached by the elevator, affords a delightful view of the city and surrounding country. It will be used for orchestra concerts, lectures and meetings during the summer. The basement of the building contains a first-class restaurant, large barber shop, bowling alleys, baths, swimming pool, etc.

The gymnasium classes have 500 members, and the night school 300 students. The Bible school and Sunday afternoon meeting for men have an average weekly attendance of 675.

The Railroad Department of the Association is also enjoying a new building located on Lackawanna avenue near the railroad stations. It was opened February 19th.



Moses Taylor Hospital.

Between the first and second floors, in the central part of the building, a mezzanine floor contains the boys' department, having its own office, reception room, reading room, game room, and coat room. The second floor contains an attractive central hall, parlors and reading room, a small lecture hall, two studios, the visitors' gallery of the gymnasium and the balcony of the auditorium. The members' parlor opens on an outer balcony directly over the main entrance of the building.

The third floor contains class rooms, three suites of club rooms and a parlor. The fourth, fifth and sixth floors contain in all eighty-four admirably planned rooms for single men—all of which are occupied by permanent tenants who have here all the comforts of a club house. The roof of

1903. The building cost \$30,000, of which one-third was contributed by the railroad companies. This contribution from the railroads was probably one of the best investments they ever made. It puts the comforts of a club house within the reach and means of the five thousand railroad employes who make Scranton their headquarters, and provides them with facilities for mental, physical, social and spiritual improvement during the hours which might otherwise be spent in idle waiting or demoralizing dissipation. This branch of the Association has at present sixteen hundred members. It receives a monthly appropriation of about \$150 from the Delaware, Lackawanna & Western Railroad, to be used for current expenses. Mr. W. W. Adair is the secretary of the branch.

The Young Women's Christian Association.

This institution was organized in 1887. It is conducted on what is called the metropolitan plan, being carried on in four branches in different parts of the city, all under the direction of one general secretary and board of managers, while each branch has its own secretary and executive committee. At present all the branches occupy rented quarters, but a movement is in progress to provide the Central Branch with its own building—the present rooms being inadequate and overcrowded. An appeal is also made for a spacious and suitable boarding house for working girls to be managed by the Association as a comfortable home. The work of the Association is divided into the four departments, educational, physical, social, and spiritual. Classes are taught in English language and

The Home of the Friendless.

This institution, which is doing a very beneficent work, was founded in 1871 in response to a call from the members of the Young Men's Christian Association. At that time the Y. M. C. A. was doing a very varied work. One branch of its activity was caring for the destitute. In describing the origin of this Home Mr. Mossman, the general secretary of the Association, wrote as follows in his annual report:

"It became necessary for me to provide tenements for several different families at the same time. Finding a number of different rooms in the building now occupied by the Home, I obtained an option on all these rooms, hoping to be able to make more satisfactory arrangements for all these families. Being unable to complete such arrange-



Hotel Schadt. C. H. Schadt, Proprietor. Spruce Street and Penn Avenue.

literature, commercial branches, domestic science, fancy cooking, sewing, dressmaking, millinery, embroidery, painting, wood carving, vocal and instrumental music. In the gymnasium instruction is given by the physical director in the use of dumb bells, Indian clubs and wands, as well as in fancy marching, running, jumping, basket ball and other gymnastic games.

In the lunch room dinner is served every day except Sunday to the visiting members. The officers of the Association are as follows: President, Mrs. E. H. Ripple; first vice-president, Mrs. C. D. Simpson; second vice-president, Mrs. L. M. Gates; secretary, Mrs. C. B. Derman; treasurer, Mrs. H. J. Hall. The general secretary of the Association is Miss Bertha M. Wood.

ments as seemed desirable. I was greatly disappointed until, as I fully believe, the Father of the Fatherless and Widow's Friend suggested the thought: Why not commence here and now a Home for the Friendless? In endeavoring to act upon this suggestion the house was leased until April, 1872, and fitted up. The ladies of the city having by this time become deeply interested in the work, it was transferred to them, together with a balance of \$127.25." Special mention in this connection should be made of Rev. Dr. S. C. Logan, Colonel H. M. Boies and Theodore Roe. The new Home was incorporated October 26th, 1873, and the next year a substantial building was erected at a cost of over \$8,000. Ten years later the building was considerably enlarged. The work is thoroughly

organized and supervised by ten standing committees. The officers for the year 1903 are as follows: President, Mrs. J. A. Robertson; vice-president, Mrs. C. P. Matthews; chief manager, Mrs. E. H. Ripple; recording secretary, Mrs. E. S. Moffat; corresponding secretary, Mrs. C. B. Penman; treasurer, Mrs. E. F. Chamberlin.

mates, who are sent to the institution from the courts, generally remain for a term of two years. They are instructed in carpet weaving, sewing, cooking, laundry and other household work. Illiterate inmates are also instructed in elementary English. Bible readings and religious instruction are given daily by the matron, Mrs. K. Gard-



Hotel Schadt, Office.

The Florence Crittenton Mission.

This institution was founded in 1893 as a rescue and reformatory home for girls. The building owned and occupied by the institution was erected in 1897. It is a three-

ner, and weekly by Rev. Geo. L. Alrich.

This very beneficent institution receives no aid whatever from public funds, and it has no productive endowment; it is consequently entirely dependent for current expenses



Hotel Schadt, Dining Hall.

story brick structure about fifty feet square with an addition 22 by 32 feet. Located on Harrison avenue in a very sightly and salubrious suburb the surroundings are all that could be desired for such a reformatory work. The in-

on the contributions of friends. It is really a faith work. The management is under a board of directors composed of well known ladies residing in the city. The officers are as follows: Honorary president, Mrs. Thos. Dickson; presi-

dent, Mrs. J. L. Crawford; first vice-president, Mrs. A. D. Stelle; second vice-president, Miss J. L. Reynolds; recording secretary, Mrs. W. S. Diehl; corresponding secretary, Mrs. G. Edgar Dean.

Lackawanna, The Moses Taylor, The Scranton Private Hospital, The Hahnemann and The West Side.

The Lackawanna Hospital.

This institution was established by Dr. B. H. Throop in



The Scranton House, Mr. Victor Koch Proprietor. 206 Lackawanna Ave.

HOTELS.

The Jermyn Hotel is one of the finest hostelries in the state. The Scranton House and the Schadt are also well patronized by travelling men. Other hotels of the city more generally patronized by families, being located in residence districts, are the Linden, the Holland, the Nash and the Terrace.

1869, to care especially for the employees of the Delaware, Lackawanna & Western Railroad. The hospital was incorporated in 1871. This dispensary was opened for the treatment of patients January 2nd, 1872, and the same year Dr. Throop went to Harrisburg for the purpose of receiving an appropriation from the legislature. At different times since then appropriations have been made of \$10,000 per



The Scranton House, Office.

SCRANTON HOSPITALS.

The City of Scranton has five hospitals that have very excellent reputations—some of them receiving many patients from out of the city. These institutions are The

annum. It is now a State institution. The buildings are located on Franklin avenue near the corner of Mulberry street. The capacity of the hospital is one hundred patients.

The Moses Taylor Hospital.

This institution was founded in 1882 by Moses Taylor who gave to it \$250,000 in first mortgage bonds of the Delaware, Lackawanna & Western Railroad Company, worth at that time about \$270,000. The hospital was founded for the benefit of the employees of the railroad, and also those

It was not until 1891, however, that the elegant buildings now occupied were completed and opened. The latest building to be added to the stately group was the Nurses' Home—a memorial to their mother presented by Moses and Henry Taylor—which was opened May 29th, 1902. The buildings combine thoroughly hygienic living conditions in



The Linden, Linden Street.

of the Lackawanna Iron and Coal Company—of which companies Mr. Taylor was a director. The beds are also free to the dependent members of the families of employees of those corporations.

a slightly location with comfort and even luxury. The Training School for Nurses is one of the important branches of the institution. The hospital will accommodate at one time upward of sixty patients, and as this is in excess



The Linden, Office.

In February, 1884, Mr. and Mrs. Percy H. Pyne donated \$100,000 to the institution, and July 22nd of the same year it was incorporated. The Lackawanna Iron and Coal Company donated for a site the entire block of ground bounded by Clay and Quincy avenues, and Pine and Gibson streets.

of the usual requirements of the beneficiaries of the institution, a limited number of others are accepted as pay patients. The medical staff of the Hospital, of which Dr. J. M. Wainwright is surgeon-in-chief, has seven members, and the nursing staff has thirteen members.

The officers of the hospital are: Moses Taylor, president, and E. E. Loomis, secretary and treasurer. Other directors are: W. H. Truesdale, Colonel Walter Scranton and Henry Wehrum.

were taught by Dr. Thomson. In 1894 the hospital was granted a charter under "an act to provide for the incorporation and regulation of certain corporations," approved April 29th, 1874. The charter reads as follows: - "The



Hotel Holland, E. E. Thomas, Proprietor. 408 Adams Ave.

The Scranton Private Hospital and Training School for Nurses.

This institution was organized in 1894, by Dr. Chas. E. Thomson, at 401 Wyoming avenue. At the beginning only two nurses were in the training school and all the subjects

said corporation is formed for the purpose of the support of a medical or scientific undertaking in the City of Scranton, which shall be devoted to giving instruction in the nature, proportions and various modifications of medicine and surgery, and in the scientific application of the same



Hotel Holland, Dining Hall.

to the alleviation of pain and in the cure of disease."

The incorporators were: Dr. Chas. E. Thomson, Dr. Reed Burns, Dr. L. Wehlau, Dr. W. B. Bullock, all of Scranton, and Dr. James B. Garvey, of Dunmore.

the site now occupied, corner Mulberry street and Wyoming avenue, was purchased and the present substantial building erected. The first president was Dr. L. Wehlau, who occupied that position four years. It has since been



Hotel Nash, S. M. Nash, Proprietor. 416 Adams Ave.

In 1897 the hospital was chartered at Harrisburg under the act of 1894 (this being the first corporation to take advantage of this act), entitled "A further supplement to

occupied by Dr. H. D. Gardner. Dr. C. E. Thomson has been superintendent since the hospital was organized. The first year the hospital was organized, 1894, twenty-nine



Hotel Nash, Dining Hall.

an act to provide for the incorporation and regulation of certain corporations." The capital stock is \$50,000 in 1,000 shares, all of which is held by physicians. In the year 1897

patients were admitted. The second year sixty patients were admitted. In 1902 three hundred and thirty-four patients were admitted, and during the first ten months of

1903 three hundred and thirty-five were admitted. There are sixteen nurses enrolled in the school. The Scranton Private Hospital has no staff. Any regular practitioner can have his patients admitted, treat them himself, and

The Private Hospital was organized as a stock company—most of the stockholders being physicians and surgeons practising in Scranton. This hospital has never had a staff, not even a medical manager, and therein lies its



The Linden, Dining Hall.

enjoy all the privileges of the institution. Eighty-five physicians sent patients or engaged nurses here in 1902.

The entire first floor of the hospital is devoted to physicians' offices. It is divided into six suites of two rooms

peculiarity. It contains the offices of quite a number of physicians, surgeons and specialists, operating rooms, and private rooms for thirty patients. It has trained nurses and all the usual equipment of a first-class hospital—ex-



J. D. Williams & Bros., Dining Hall. Washington Ave.

each. The Scranton Clinical and Pathological Society and Medical Journalistic Library have rooms in the building.

Most of the hospital work is surgical, and two hundred and twelve major operations were performed the first ten months of 1903.

cept the staff. Patients are brought here or sent here by their physicians under whose treatment they remain while in the institution. In its plan, due principally to Dr. Thompson, this hospital was absolutely novel, and it has been carried out consistently and successfully to the present

time; but for some reason the plan whose feasibility has been thus demonstrated has been copied by only one or two other institutions. The plan has a double advantage in many cases. The patient naturally becomes attached to

the only plan under which a medical man can send a patient to a hospital, with which he has no connection, without losing the patient, that is to say, without turning the patient over to another practitioner.



J. D. Williams & Bros., Confectioners. The New Stores.

his own physician and contemplates with great dread the removal to a hospital where he will be treated by a stranger. If the going to the hospital simply means a new home for the patient where he can be treated by his own

The Hahnemann Hospital.

This institution was incorporated in November, 1897. It occupies the Scranton residence at the corner of Monroe avenue and Linden street. A quiet and comfortable home



J. D. Williams & Bros., Confectioners.

physician to the best advantage the change will be cheerfully made. This is exactly what the Private Hospital provides, and, on the other hand, the advantage of the plan to the physician or surgeon who wants to continue the treatment of his patient is equally obvious. Indeed, it is

is here provided for the sick and suffering of all classes desiring homeopathic medical or surgical treatment. Persons suffering from any disease not contagious are received here where they can have the best of treatment and skilled nursing. A number of private rooms have been furnished

especially for such persons as may be taken ill at hotels or boarding houses. There is a maternity ward, and also a ward furnished with beds and cribs for children.

There are wards for charity patients—the inmates of which receive board, treatment and nursing absolutely free. A sewing committee of ladies connected with the management of the hospital provides hundreds of garments for the patients who are destitute. A training school for nurses and a department for the home nursing of the sick are also connected with this hospital. The medical board has eight members with F. D. Brewster, M. D., as the chief. The surgical staff has four members with J. W. Coolidge, M. D., as the chief. The board of managers consists of fifteen ladies. There is also an advisory board consisting of ten prominent business men. The officers are as follows: President, Mrs. Charles H. Welles; vice-presidents, Mrs. Clarence D. Simpson and Mrs. William T. Smith; recording secretary, Miss Emeline K. Richmond; corresponding secretary, Mrs. Lucy R. Sanderson; treasurer, Mrs. Henry Belin, Jr.; superintendent, Miss Grace E. M. Smith.

The First Methodist Episcopal Church of Scranton.

This church was founded about 1841. Their first building, known as the village chapel, was erected on a lot at the corner of Lackawanna and Adams avenues. From 1854 to 1858 the church was engaged in the erection of a new building at the corner of Adams avenue and Center street. In 1879 this building was enlarged and the membership continued to increase. In 1891 there were about six hundred and fifty members with five hundred scholars in the Sunday school. The building being too small to accommodate the congregations a very eligible site for a new building was selected at the corner of Jefferson avenue and Linden street. The new building was twice burned during erection, December 3rd, 1892, and March 27th, 1893. It was completed and dedicated December 17th, 1893. The cost of the building and ground was \$160,000, and the seating capacity is twenty-three hundred. This church has about seventeen hundred members, and a Sunday school of about fifteen hundred scholars.



The New First Presbyterian Church, Jefferson Avenue.

Peter Stipp, Contractor, 327 Washington Ave.

CHURCHES AND RELIGIOUS INSTITUTIONS.

There are eighty-two churches in the present City of Scranton. Among the most prominent of these may be mentioned the Roman Catholic Cathedral on Wyoming avenue, the First and the Second Presbyterian, the Green Ridge and the Providence Presbyterian, the First (Elm Park), the Simpson, the Providence and the Asbury Methodist Episcopal, and the Penn Avenue, the First, the Jackson Street and the Green Ridge Baptist.

These churches are located in different parts of the city and offer religious privileges to all classes of the community.

The First Presbyterian Church of Scranton.

This church was organized October 14th, 1848, with seventeen members. In 1855 Rev. Milo J. Hickok was installed as pastor. His salary was at first only \$800 a year, but it was increased from time to time until before the close of his active ministry, in 1867, it had reached the sum of \$2,500 per annum and a manse. During his ministry 445 new members were received. Rev. Samuel C. Logan, D. D., was elected pastor of the church August 23rd, 1868. During the first twenty years of his ministry 308 new members were received.

The present pastor of this church is Rev. Dr. James McLeod, and Dr. Logan is the pastor emeritus. This church recently sold their building on Washington avenue; they are now erecting a beautiful new building on Jefferson avenue. Many of the most prominent citizens of Scranton have been members of this church, and it has always been one of the most potent factors in the city's life and progress.

was built on the adjoining lot. After six years of very faithful and successful work Mr. Long resigned the rectorship, but he continued in missionary work to the advanced age of eighty-eight years.

Succeeding rectors were Rev. W. C. Robinson, 1859 to 1862, and Rev. A. A. Marple, 1863 to 1877. Early in Mr. Marple's rectorate a larger church building in a new location became imperative. The lots occupied by the pres-



The New Scranton Monastery. Built by Woelkers & Beilman, Contractors, Washington Avenue and Center Street.

St. Luke's Protestant Episcopal Church.

For more than half a century this church has been one of the most prominent and useful institutions in Scranton. Always conservative, and yet aggressive, this church has combined spiritual ministry and religious instruction with an active benevolence which has led to the organization and maintenance of suburban missions and churches, with Sunday schools and kindergartens, as well as many guilds, clubs and an industrial school in connection with the home parish.

In 1851, Rev. John Long, a home missionary of the Society for the Advancement of Christianity of the Protestant Episcopal Church in Pennsylvania, was appointed by Bishop Alonzo Potter to work in Scranton and vicinity, which then had a population of about 2,500. Mr. Long preached in private houses, store rooms and halls as he had opportunity. St. Luke's parish was organized August 5, 1851, and it was incorporated the following January. Easter Day, 1852, Mr. Long assumed charge of the parish as rector in connection with his arduous work as a missionary in Pittston, Hyde Park, Providence and Dunmore. Largely through his efforts two lots were secured on Penn avenue and a subscription started for a church building. Ground was broken Easter Monday, 1853, the corner stone was laid April 19th, and the first service was held in the basement the last Sunday of the following July. The completed building, which had sittings for 225 persons, was consecrated November 13, 1853. The next year a rectory

ent beautiful church, rectory and parish house on Wyoming avenue, were generously donated by the Lackawanna Iron and Coal Company. Ground was broken for the church July 5, 1866, and the corner stone was laid October 9, 1867. The first service was held in the new building July 2, 1871. Eight years later financial embarrassment resulted in a failure to pay the interest on the mortgage indebtedness of \$20,000, and there was a real danger of losing the property which had been acquired through so much devotion and sacrifice. Rev. Philip Pendleton, the new rector, succeeded however in getting the debt reduced to \$13,000 by August 1st, 1882, and the interest reduced from seven to six per cent. The next year the church tower was built and a fine organ purchased.

Mr. Pendleton's resignation was reluctantly accepted in 1885. He was succeeded by Rev. Henry C. Swentzel, whose seven years' pastorate included the payment of the church debt, the re-decoration and furnishing of the building and its formal consecration October 19th, 1891. The large and handsome rectory was completed and presented to the church September, 1890, by the representative of the estates of Mr. and Mrs. H. S. Pierce.

On November 1, 1892, the Rev. Rogers Israel, the present beloved rector of the church, began his pastorate. The beautiful and commodious parish house adjoining the church edifice was the gift in 1899 of Mrs. Mary Throop Phelps in memory of her parents Dr. and Mrs. B. H. Throop.

During Dr. Israel's rectorship the church has developed great activity. At the present time missions are carried on at Dunmore, Olyphant and Nicholson; also Sunday schools on the south side and the east side. The church has many organizations for utilizing lay talent. There are five guilds in the parent church and as many more in the missions; there are also three auxiliaries, two

average prosperity of such publications. There were deaths among them, to be sure, but doubtless some of them were not fitted to survive. Some of the early attempts at journalism in Scranton prepared the way for other publications which were to follow them, and whose present success needs no demonstration. The number of periodicals now published in Scranton is thirty-four.



F. H. Gerlock & Co., Printers. Lackawanna & Jefferson Avenues

kindergartens, a girls' friendly society and girls' industrial school, a boys' industrial association, a Brotherhood of St. Andrew and a periodical club.

The first periodical issued in Scranton was the Providence Mirror and Lackawannian. February 5, 1853, Charles E. Lathrop issued a prospectus for a weekly to



F. H. Gerlock & Co., Printers.

SCRANTON PERIODICALS.

The newspapers published in Scranton circulate all through northeastern Pennsylvania. A cursory survey of the history of these periodicals during the past half century seems to show that they have enjoyed at least the

be called the Lackawannian Herald. This was the first journalistic venture in the borough of Scranton.

In August, 1856, the Scranton Republican was started by Theodore Smith as a political organ to oppose the Know-nothing party. After several changes in owner-

ship and character it was purchased in September, 1867, by Mr. J. A. Scranton, the present proprietor, and the first number of the Morning Republican was issued the following November. Under Mr. Scranton's able management the paper prospered, and four years later he commenced the erection of the present Republican Building—which is a five-story brick and stone structure on Washington avenue which cost, with its equipment, about \$100,000.

among the daily papers of the city, is The Scranton Tribune—which was started June 20, 1891. The Tribune has always been foremost in promoting the commercial and industrial interests of the city. It has been The Tribune's aim to produce a comprehensive family journal, including the popular features of the magazine with those of a live newspaper. To quote the editor's own words, "We believe nothing is too good for Scranton and for the readers of Scranton's best newspaper."



Lord Brilliant and Lord Golden. Owned by Dr. J. L. Wentz, Scranton, Pa.

The Scranton Wochenblatt was established by F. A. Ludwig in January, 1865.

The Daily Times was founded in 1870.

The Sunday Morning Free Press was established in 1872.

The incorporators and original stockholders of the Tribune Publishing Company were nine of the most prominent citizens of the city. The first organization elected William T. Smith, president; Alfred Hand, vice-president; Major



Lord Greystone and Lord Chesterfield. Dr. J. L. Wentz Driving.

The Scranton Truth, an independent afternoon paper, was started in 1884, and has attained considerable popularity.

The youngest in age, but first perhaps in importance

Everett Warren, secretary; Colonel E. H. Rippie, treasurer; and an executive committee comprising Messrs. H. M. Boies, William Connell and Luther Keller.

The first minute book of the company contains a declaration of principles and policy from which, it is claimed, the management has never departed. These principles are on a high moral plane, and the remarkable success of the journal issued from such a platform disproves the assertion, sometimes made, that high morality is incompatible with commercial journalism. We quote several characteristic planks from The Tribune's platform.

standards and to refuse the publication even as advertisements of whatever would contaminate or offend a pure mind or taste.

"The Tribune shall endeavor in all things to be what its name indicates, a place for the proclamation of those ideas and views which, according to the highest and most patriotic Republicanism, are intended for the instruction, elevation and benefit of the people. It shall favor the



Lord Brilliant and Lord Golden. Mrs. J. L. Wentz Driving.

"It shall be a morning newspaper published daily except on Sundays.

"In religion, the position that this is a Christian country and to be controlled by enlightened Christian principles, is

cause of temperance, maintain the rights of the poor and oppressed here and everywhere, and require equal justice for capital and labor, for corporation and citizen."

The Tribune was the first paper in northeastern Pennsylv-



Lord Golden and Lord Golden 2d. Dr. J. L. Wentz Driving.

to be stoutly maintained, with the utmost freedom and toleration of religious belief.

"In morals and sociology it shall be the design of The Tribune to foster and promote the highest, best and purest

vania to install typesetting machines; and when it removed in 1895 to its present commodious home on Washington avenue it added a fifth machine to the four linotype machines it had previously used.

A Dickson boiler, made in Scranton, of eighty horse power, carrying a pressure of eighty pounds, supplies the steam for the forty-five horse power engine which runs the presses, the engine which runs the dynamo, the pumps which supply the water plant, and the heat for The Tribune

MANUFACTURING INDUSTRIES.

It may well be questioned whether any other city than Scranton is so favorably located with respect to raw materials and markets, and as well provided with railroad transportation by trunk lines reaching in every direction,



Suburban Electric Light Co. Main Building. Scranton, Pa.

building and four others in the immediate vicinity.

The leading magazine published in Scranton is *Mines and Minerals*, a standard technical journal that circulates all over the world. The capital stock of this company is \$100,000, but not a share of the stock is offered for sale at any price.

and also provided with such a vast supply of cheap fuel or cheap power in any form. These are the principal conditions of success in manufacturing. Other very important conditions are a healthful, invigorating climate with an abundant supply of labor; a community of enterprising business men who have already provided the facilities



The American Locomotive Works. Scranton Branch.

The best-known Scranton author, and contributor to the local press, was the late Dr. H. Hollister, author of the standard work on the history of the Lackawanna Valley. A sixth edition of this work has just been called for.

Col. H. M. Boies, of the State Board of Charities and Corrections, was the author of several works on criminology.

of banking, commerce, street transportation and city improvements generally, and who appreciate the value to themselves of every new industry that is established in their midst; an abundant supply of pure water and perfect drainage, and an honest and capable government with only a moderate rate of taxation.

These conditions also are possessed by Scranton to a remarkable degree, and hence it is not strange that after making her first reputation as a coal mining city she is now making a reputation as a coal using city, that is to say, as a city of diversified manufacturing industries. In

they dot the landscape of city and suburbs. Some piles are a hundred feet high and several hundred feet long. These millions and millions of tons of good fuel within city limits and very near the railroads may be bought at a merely nominal price—15 cents to 25 cents a ton.



Nay Aug Lumber Co., Contractors. Prescott Street and Ridge Row.

so great a degree are the advantages above named possessed by Scranton that old industries established there for many years enjoy undiminished growth and prosperity at the same time that new industries are settling beside them, and both are sending their products hundreds and

This fuel is used successfully by some of the largest manufacturing in the city, and the expense thus saved is enormous.

During the five or six months of 1902 that the greatest miners' strike ever known had its centre here, the mining



Nay Aug Lumber Co. Planing Mill.

sometimes thousands of miles to compete successfully with all others. Scranton is the natural metropolis of the largest anthracite coal basin in the world. For half a century the piles of waste from the coal breakers, called culm, have been growing in size and number until now

of coal in this region was practically suspended, but the mills and factories were working over-time.

The United States Census has tables of one hundred principal cities in the country arranged according to the value of their manufactured products, etc. These tables

show that Scranton ranked as follows: In 1890 No 99 in the number of establishments. In 1900 an advance was made to No. 53 in this classification; to No. 54 in the amount of capital invested, to No. 52 in the amount of wages paid, to No. 51 in the gross value of products and to No. 50 in the number of wage-earners.

The Dickson Manufacturing Company.

In 1901 this old and famous manufacturing business of Scranton was divided between the Allis-Chalmers Company and the American Locomotive Company. The business originated in 1856 under the name of Dickson & Company. About thirty-seven men were employed at first in the



May Aug Lumber Co. Finishing Shop.

Another table of the Census gives the population and gross value of the manufactures of the largest cities, and the number of states for which the value of such products is less than that of each of the cities. In this table Scranton

stands as No. 36. Some of the manufacturing industries of the city have a national reputation, and their history is a part of the history of the development of our country.



Washburn, Williams & Co., Lumber Dealers. 119 Meridian Street.

ton stands as No. 36. Some of the manufacturing industries of the city have a national reputation, and their history is a part of the history of the development of our country.

reputation of Dickson & Company—whose name for nearly half a century was identified with Scranton. In 1862 the company was incorporated under the name of the Dickson Manufacturing Co., with an actual capital of \$150,000.

The Cliff Locomotive Works of Scranton were then purchased from Cooke and Company. In 1864 the planing mill adjoining the Cliff Works was bought and the manufacture of cars begun. The next year the company employed altogether about four hundred men and had an

machinery hall in an exposition. In 1883 the sales amounted to more than \$1,400,000.

In 1887, Mr. James P. Dickson, son of the founder, Thomas Dickson, succeeded H. M. Boies as president. In 1896 after the management of the company had been in



Frank M. Moyer, Contractor and Builder. 920 Penn Ave.

output of \$600,000. The business continued to increase, a large foundry was built and other additions made to the plant. In 1870 the paid-up capital was \$600,000 and the output \$975,000. In 1876 the capital stock was again increased to \$800,000. In 1875 the Cliff Works were rebuilt;

the Dickson family for forty years, a reorganization was effected. Mr. C. H. Zehnder was elected president; L. F. Bower, secretary and treasurer; DeCourcy May, general manager. During the next five years many important improvements were made. A large and fully equipped



Interior of Planing Mill. Frank M. Moyer.

in 1878 a large storage building was erected, and in 1882 a new shop was built on Penn avenue which was said by experts to be the best arranged shop of its kind in the country. From the gallery of this building the view of the floor, which covers 223 by 100 feet, is like that of a

modern boiler shop was erected at the locomotive works; the shops were supplied with much new machinery and many new lines of business were added.

In 1901 the Penn avenue works and Wilkesbarre branch were merged into the Allis-Chalmers Company, while the

Cliff Works became part of the American Locomotive Company. Since the Allis-Chalmers Company came into possession a large additional amount of the best machinery has been installed, numerous enlargements have been made, and at present a fine new power plant is being

ware and Hudson railroads. They also make here many of the mine engines used in the coal region. The officers of this great corporation express the conviction, based on their own experience, that Scranton is an exceptionally good location for such an industry.



Lumber Yard. Frank M. Moyer.

erected, from which the entire works will be electrically driven.

At the present time 600 men are employed. The work turned out of these shops is various, but most of it can be classified as Corliss*engines, blowing engines, sugar machinery and mining machinery.

The Lumber Business.

This is one of the important industries of the city which employs capital to the extent of millions of dollars.

The United States Lumber Company is a very large concern that has its headquarters in the Board of Trade Building.



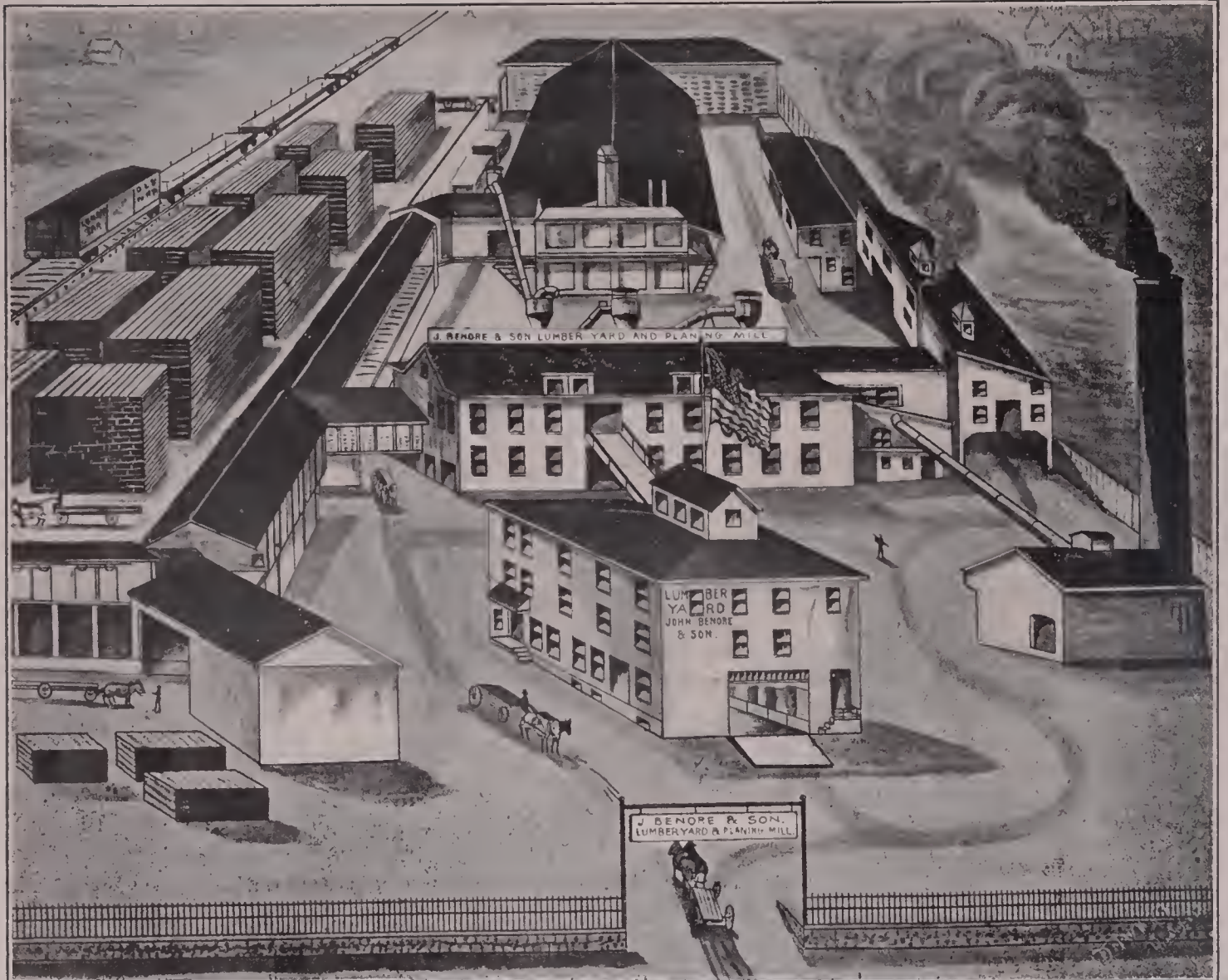
Price & Howarth, Lumber. 1025 Washington Ave.

The American Locomotive Company has doubled the capacity of their Scranton shops since their acquisition of the property in 1901. They now employ about 1,000 men. They make in these shops the heavy locomotives used on the Delaware, Lackawanna and Western and the Dela-

The Cherry River Boom and Lumber Company has its headquarters in the same building.

The Newman Lumber Company, incorporated in 1895, has a capital of \$600,000.

The Alamogordo Lumber Company has a capital of



John Benore and Son, Builders and Contractors. 710 Scranton St.

\$100,000. The Peekville Lumber Company, organized in 1903, has a capital of \$100,000. The Peck Lumber Manufacturing Company, organized in 1892, has a capital of \$80,000. The property includes a substantial stone mill, shops, warehouses, etc., with large lumber yard and office. The company are extensive contractors and builders.

The Scranton Forging Company.

This is one of the most important enterprises in the city. The company was incorporated January 17, 1887, with a capital of \$100,000. This is one of the many successful industries located here through the work of the



Hower & Stender. Jefferson Avenue and Ash Street.

The Nay Aug Lumber Company recently doubled its capital and removed to larger yards on Prescott avenue and Ridge Row. This company is also engaged in the building business.

Board of Trade. The forgings and hardware made in these shops are sold all over the United States, and are also exported to some extent. The works occupy a group of large buildings on Bay Ridge street.



Hower & Stender.

Mason and Snowden.

This firm are the proprietors of a large lumber yard and planing mill which they established here twenty years ago. They manufacture doors, sashes, blinds, etc.

The Finch Manufacturing Company.

This company was founded in 1855 by A. P. Finch, under the name of Finch and Morse, and was succeeded by Finch and Company, the firm being composed of A. P. and

I. A. Finch. Later A. P. Finch sold his interest to I. A. Finch, and the business was continued as I. A. Finch and Company. The shops were destroyed by fire May 7, 1890, and were replaced by a new building 190 by 87 feet in size and 40 feet high, the capacity of the works being thus

The Scranton Stove Works.

This factory was established in 1865 by Fisher & Company, and three years later the business was incorporated. For a quarter of a century the company has manufactured stoves in great variety which are sold all over the country.



Planing Mill and Sash Shop. G. H. Bingham. Dunmore.

doubled. In 1893 the present Finch Manufacturing Company was incorporated. The business of the company has always been the manufacture of steam engines, boilers and general coal mining machinery. The firm employs about 200 men, and its machine shop, pattern shop, foundry,

The output of the works is about 25,000 coal stoves and ranges per annum. The shop built in 1893 covers nine acres and employs 250 men.

The Scranton Brass Works.

This business was established here in 1865 by John



Sash Shop of G. H. Bingham.

boiler shop, powerplant, etc., occupy about half a block at the corner of Eighth avenue and Swetland street. The present officers of the company are: I. A. Finch, president and treasurer; L. W. Morss, vice-president; W. M. Gardner, secretary, and F. W. Gerecke, superintendent.

Maclaren. Soon afterward J. M. Everhart was admitted to partnership, and under his management the business became very prosperous. A specialty is made of mine and mill supplies and globe, angle and check valves which are sold all over the country.



Carriage Works. W. E. Gilhool.



Storage Warehouse. Geo. W. Brown. Lackawanna Avenue and Cliff Street.



W. E. Gilhool.



The Scranton Cold Storage and Warehouse Co. Lackawanna Avenue.



Fells Brewery. Carbondale, Pa. Built by Woelkers & Beilman, Contractors. Washington Ave. & Centre St.



The Scranton Cold Storage and Warehouse Co.

The Moosic Powder Company.

This company which was incorporated in 1865, makes a specialty of the manufacture of blasting powder, for which there is a large demand by the mining companies. The output of the works is several hundred thousand kegs per annum.

a retail business, but outside a radius of fifty miles the sales are made through the trade. The factory employs about 100 men, most of whom are skilled mechanics receiving high wages. The capital stock of the company is \$150,000, all paid. The officers are: W. F. Van Dyke, president and treasurer; Arthur D. Van Dyke, vice-presi-



Lord & Waterman, Builders. 948 Wyoming Avenue.

The Van Dyke Piano Manufacturing Company.

This company was organized January 1, 1903, to take over the business of the Keller and Van Dyke Company which started the manufacture of pianos in Scranton, April 1, 1898. The latter company succeeded to the business of Keller Brothers, Bridgeport, Conn., a firm that had long

dent, and Arthur L. Collins, secretary.

S. G. Barker and Son.

This business, which is principally the manufacture of heavy scales and wire coal screens, was founded in 1847 by S. G. Barker. The product of the works include a variety of wagon and truck scales of large capacity, de-



Lord & Waterman. Interior of Planing Mill.

been engaged in the manufacture of pianos. The Scranton factory at first had an output of only thirty pianos a month, but the business has had a rapid growth and the output is now 150 pianos a month. The instruments are sold from Maine to California. Locally the company does

signed for the use of mines, manufactories, rolling mills, etc. This is one of the industries that have grown up with the City of Scranton and whose prosperity is a part of her history. In 1902 the growing business required a large increase in the capacity of the shops.

The Dickson Mill and Grain Company.

This company carries on a large milling business. The enterprise was established by C. T. Weston and Company in 1864. Ten years later it was incorporated with a capital of \$112,000 under the name Weston Mill Company.

The Pennsylvania Central Brewing Company.

This company was organized in October, 1897, being a combination of breweries in the anthracite coal regions of northeastern Pennsylvania. The constituent breweries were as follows: John Arnold Brewery, Hazleton; **Casey**



Dickson Mill and Grain Co. Flour and Feed. Providence Road.

The mill is a four-story brick structure, 150 by 75 feet in size. In 1885 the flour department was added with a daily capacity of 160 barrels of flour. In 1901 the company was reorganized under the present name.

and Kelly Brewing Company, Scranton; A. Hartung Brewery, Honesdale; Hughes and Glennon, Pittston; Hughes Ale Brewery, Pittston; Peter Krantz Brewery, **Carbon-**dale; Lackawanna Brewing Company, Scranton; Richard



Dickson Mill and Grain Co. Flour and Feed. Providence Road.

The Interstate Conduit and Brick Company.

This company is the outgrowth of a private business established here in 1885. A specialty is made of the manufacture of fire brick. The company was incorporated in 1893 with a capital of \$100,000. Four other companies are also engaged in brick manufacture.

and Weaver, Wilkesbarre; E. Robinson's Sons, Scranton; Scranton Ale Brewery, Scranton. The general offices of the company are located at No. 431 North Seventh avenue, Scranton, Pa., and its officers are: Charles Robinson, president; George N. Reichard, vice-president; William Kelly, vice-president; A. J. Casey, treasurer; W. G. Harding, secretary and assistant treasurer.



Maloney Oil & Mfg. Co. 141 Meridian Street.



C. P. Wentz & Co. Wholesale Grocers. 40 Lackawanna Avenue.

A. R. Gould and Sons, Carriage Manufacturers.

This business was established in 1859. The present factory building, a substantial five-story brick structure, 415-421 Linden street, was erected in 1893. There are 75

employees and the output is about 300 vehicles a year. The business has recently had a rapid growth. The territory covered in the selling department extends from Elmira to Allentown.

The Silk Industry.

In 1872 was begun the silk industry of Scranton which has since grown to such great size. A building for such a factory was specially erected that year on the Pawnee tract—about one mile south of the city. It was a four-

by 50 feet and four stories high, the other 312 feet by 40 feet and three stories high. In 1895 another addition was built and the number of hands employed was increased to about 2,000.

In 1899 the Meadow Brook Silk Factory, which had been established in the same vicinity ten years before, was per-



Klotz's Silk Mills.

story building 40 by 100 feet. Alfred Harvey was the superintendent. Three years later the number of employees had increased to 180, and the factory was preparing for the market 4,000 pounds of thread silk per month. In

1879 the property was purchased by the Sauquoit Silk Manufacturing Company. By this purchase was acquired another four-story building 45 by 167 feet in size. The Sauquoit mill is one of the largest silk mills in the country. It produces thrown silk and



Scheuer's Bakery.

1879 the property was purchased by the Sauquoit Silk Manufacturing Company which increased the length of the building from 100 feet to 320 feet. Other additions were made to the factory in 1885 and 1889. In 1892 two large buildings were added to the factory—one being 315

broad silk. Half a dozen other factories in Scranton are engaged in the production of silk, among these the Valentine-Bliss Silk Throwster, the Alfred Harvey Silk Throwster and Klotz's Throwing Company. Several new silk factories have been started here very recently.



Consumers Ice Company. Ice Dealers. Adams and Ash Street.



Consumers Coal and Ice Company. Coal Department. 908 Washington Avenue.



B. W. Schulte. Ice Dealer. Mifflin and Linden Streets. Pocono Mountain and Heart Lake Ice.



John F. Langon & Co. Stone Dealers. Providence Road.



J. F. Langon & Co. Providence Road.



W. J. Barriscale. Mantels, Tiles and Grates. 312 Washington Avenue.

The Scranton Lace Curtain Company.

This company was incorporated June 15, 1897. The factory at that time employed about 200 hands. The business has gradually increased and the output is now more than double what it was at that time. The Nottingham laces manufactured here are sold in all the large cities of the

are one of the best established industries of the city. The products of the Lackawanna Mills are sold direct to the trade all over the country. The mills are located on Brook street and Cedar avenue, in the vicinity of the great Sauquoit Silk Mill, the Scranton Button Factory and the Alfred Harvey Silk Mill. These mills engaged in the pro-



Frank P. Spiegel. Sculpture Decoration. 323 Washington Avenue.

United States. The officers of the company are: J. Benjamin Dimmick, president; Henry Belin, Jr., vice-president; Paul B. Belin, general manager; F. Lamot Belin, treasurer, and H. J. Hall, secretary.

duction of the materials of clothing would alone make a prosperous manufacturing town of 10,000 inhabitants.

The Steel-Tired Wheel Company.

This is a prosperous manufacturing enterprise which



Frank P. Spiegel. Sculpture Decoration. 323 Washington Avenue.

The Lackawanna Mills.

These mills for the manufacture of knit underwear, including every operation from the receipt of raw wool to the shipping of the completed garment, were incorporated in 1887. They have enjoyed remarkable prosperity and

was incorporated September, 1888, with a capital of \$500,000, under the name of Boies Steel Wheel Company. The plant occupies an entire block and the output consists of wheels having a flexible connection between tire and hub and designed for coaches, locomotives and tender trucks.

The Scranton Yarn and Finishing Company.

This company, organized with a capital of \$50,000, is only one year old, and the business is growing rapidly. The product of the factory is mercerized cotton yarns. Egyptian cotton is treated by strong chemicals which increase its strength about 30 per cent., and greatly improve its

Of such industries recently located may be mentioned the Scranton Whetstone and Abrasive Wheel Company, the Scranton Hosiery Company, the Lackawanna Fertilizer and Chemical Company and the Spencer Heating Company.

In concluding the subject of Scranton manufactories we will merely mention a few of the many establishments



Gordon Supply Co. Plumbers' Supplies. 244-46 Penn Ave.

quality. After being washed and dyed any desired tint the yarn is finished, wound and packed for the market. The finished yarn has a beautiful silky appearance and is known as "camel silk." This industry and its product is well established in Europe, but is new in this country.

which cannot be even briefly described in this connection. Some of these establishments send their goods all over the country and have won a well deserved reputation. The McClave Brooks Company is a consolidation of several iron companies; they were incorporated in 1901 with a capital



Gordon Supply Co. Showrooms and Offices.

Other New Industries.

The Scranton Board of Trade is always disposed to cooperate with manufacturers who are preparing to locate some new and distinctly meritorious industry in their city.

of \$500,000, and have recently completed immense new shops in the Diamond Flats district. The Timmes-Hecht Rolling Mills are located on Jackson street, corner of Dewey avenue. The Scranton Steam Pump Company, or-



Thos. F. Leonard. Hardware. 505 Lackawanna Ave.



Swift, McCrindle & Co., Flour and Butter. Linden and Sixth Streets.



Thos. F. Leonard. Hardware Store.



Kizer Mill and Elevator Co., Wholesale Flour, Feed and Grain. Providence Road.

ganized in 1898 with a capital of \$200,000, the Paragon Plaster Company, the American Plaster and Supply Company, and the Scranton Bolt and Nut Company, with a capital increased to \$250,000, are located in the Green Ridge section of the city. The Lackawanna Steam Bakery is an independent concern organized in 1901 with a capital of \$200,000. The Pennsylvania Baking Company was organized in 1902 with a capital of \$100,000. The Scranton Button Company was organized in 1887 with a capital of \$100,000. The Scranton Axle Works was organized in 1892 with a capital of \$150,000. Dr. Hand's Condensed Milk Company has a capital of \$500,000, and the Lackawanna Dairy Company, incorporated in 1899, has a capital of \$250,000. The Kizer Mill and Elevator Company, with a capital of \$50,000, have erected and equipped a commodious modern plant on Providence Road.

Wholesale and Jobbing Business.

For several decades Scranton has been a wholesale center for northeastern Pennsylvania, but the growth of her wholesale business and the extent of her commerce is not generally known even by the merchants of the city. The wholesale district of the city is on the lower part of Lackawanna avenue near the railroad stations. Here are whole blocks occupied by firms that began with only a local business, but are now regularly sending their drummers half way to Philadelphia on the southeast and half way to Pittsburg on the west—showing that Scranton as the third city of the state can hold her share of the wholesale business in competition with the two larger cities. A wholesale produce merchant has extended his trade in Southern fruits to within fifty miles of Albany. Fruits are now sent direct from California and the South to Scranton wholesale dealers. One firm engaged in the wholesale fruit and produce trade say their business has increased three-fold in the last six years. Some wholesale houses with specialties cover practically the whole state. The wholesale grocery trade of the city is estimated at \$10,000,000.

The Scranton City Directory for 1903 shows eleven whole-

sale grocery firms and corporations, seven wholesale dry goods houses, eight wholesale dealers in meats, twelve in flour, feed and grain, and six in boots and shoes.



Chandler & Short, Fruit and Produce.
15 Lackawanna Avenue.



The Scranton Supply & Machinery Co. 131 Wyoming Ave.



G. W. Fritz Co., Harness. 410 Lackawanna Avenue.



The Scranton Supply & Machinery Co.

**PUBLIC SERVICE INSTITUTIONS AND
CORPORATIONS.**

The Thirteenth Regiment.

Since 1877 Scranton has been the headquarters of the Thirteenth Regiment Infantry, Third Brigade, National

Guards, which was the military successor of the famous Scranton City Guard. The old armory on Adams avenue, between Linden and Mulberry streets, was erected for the accommodation of the Scranton companies of the guard, but in time the necessity for a new and better building became



G. W. Fritz Co., Harness. 410 Lackawanna Avenue.



Lackawanna and Wyoming Valley Railroad. (See page 25).



H. S. Gorman & Co. Livery. 420 Spruce St.



H. S. Gorman & Co. Office.



H. S. Gorman & Co., Livery.

manifest. Private subscriptions enabled the erection of the noble pile at Adams avenue and Myrtle street which is known as the Thirteenth Regiment Armory. It has a drill floor on which battalion movements can be executed with as much ease as would be possible in conducting the

The Scranton Gas and Water Company.

This company was incorporated March, 1854, with a capital of \$25,000. In 1858 the company was authorized to increase the capital stock to \$100,000, in 1866 to \$250,000, and in 1871 to \$500,000. The present capital is \$11,000,000.



McConnell & Co., Dry Goods. 400 Lackawanna Avenue.

drill of a company. This new armory is fitted with a gymnasium, baths and recreation rooms for the use of the members. The building would be a credit to any metropolis, and is a fit house for the celebrated regiment.

Originally water was taken from the Lackawanna River. After the river water became contaminated by culm piles, in 1866, the supply was taken from Roaring Brook. A dam was completed in 1872 at a cost of \$250,000. In 1880



McConnell & Co.



Gunster & Forsyth, Hardware and Plumbing. 325 Penn Ave.



P. F. & M. T. Howley, Plumbing. 231 Wyoming Ave.



H. D. Crane, Furs and Cloaks. 324 Lackawanna Ave.

further improvements were made, and in 1890 a 50-foot dam was constructed at Dunnings, which gave a large reservoir capacity. The entire cost of this dam was \$300,000.

The series of lakes from which the city's water supply is now derived lie on the mountains east of the city. They

The Scranton Railway Company.

The claim is made, and apparently proved, that the Scranton Suburban Railway, the construction of which was begun July 6, 1886, and which was completed to Green Ridge November 29 of the same year, was the first railway



J. Traucott, Millinery. Lackawanna Avenue.

are connected by five macadamized roads which wind through beautiful scenery. Thousands of acres of woodland adjoining Nay Aug Park have been secured by the water company to protect its water shed from defilement, and this land makes an additional park for the city. This

east of the Mississippi River to be built for electric power.

This fact, together with the subsequent rapid development of electric power in the city, is the basis for the sobriquet "The Electric City" which has often been applied to Scranton.



Goldsmith Bros., Shoe Dealers. 304 Lackawanna Avenue.

company, as its name implies, supplies the city with gas as well as water.

The Spring Brook Water Supply Company is another large corporation that supplies a part of the City of Scranton with water.

In 1888 the Scranton Street Railway Company was re-organized. The capital stock was increased from \$150,000 to \$400,000, and \$200,000 in mortgage bonds were issued. The new capital was used to pay for the almost complete rebuilding of the road by the Sprague Electric Railway

and Motor Company. In 1894 the Scranton Traction Company came into possession of all the electric street car lines in the Lackawanna Valley, excepting the lines of the Carbondale Traction Company which were secured four

The street railway development of the City of Scranton, covering as it now does practically every portion of the municipality and spreading its long arms up and down the Lackawanna Valley, on both sides, has been an achieve-



Mercereau & Connell, Jewelers. 130 Wyoming Avenue.

years later. The capital of the company is now \$6 000,000 with a bond issue of \$2,500,000. At present the company operates about seventy-seven miles of track and provides many delightful trolley rides through the city and valley.

ment of more than ordinary interest. In 1865 the first street railway in Scranton was incorporated—the People's Street Railway Company of Luzerne County. This was thirteen years previous to the formation of Lackawanna



Mercereau & Connell, Interior of Store.

County, and when the Hyde Park and Providence sections of Scranton were separate boroughs maintaining their own town governments. The Scranton of that day was hardly equal with them in population or physical importance. They had their mining industries as the backbone

quently consolidated. It was then agreed to run a car on the Providence line, "each way, as often as once every hour, from 7 A. M. to 10 P. M., except Sundays, and then to run as often as will accommodate those wishing to attend the churches and Sunday schools."



M. D. Breschel, Ladies Tailoring. 124 Wyoming Avenue.

of their energy; Scranton had its iron mills and its railway centre to emphasize its superiority, supported also by a better business air in its commercial section. To bring these separate borough organizations into a closer relation this first street railway enterprise was given birth. The

At some of the terminals a small turn-table was placed for the turning of the cars, and where there was none the driver, who was also the conductor, simply drove off the end of the track, made a circle in the street with his car and came back upon the tracks, sometimes experi-



M. D. Breschel, Interior of Store.

men who headed this enterprise were A. B. Dunning, D. R. Randall, George Tracy, A. Bennett and Samuel Raub.

Shortly after, Governor Curtin approved the Act of Assembly which incorporated the Scranton and Providence Passenger Railway. These two companies were subse-

encing trials in the operation. In the course of time Scranton reached out to the boundaries with Providence and Hyde Park, and then came the popular demand for uniting in one municipal body. When this was effected the street railroads received a new impulse

The first day of the electric railway in Scranton is thus described in an article recently written by Mr. Sturges in defense of the claim that in this city was operated the first electric railway in the United States, and therefore the first in the world:

Clay street road, operated by what was known as the Richmond Union Passenger Railway Company. It was on this line in 1887 that the first street cars were successfully propelled by the trolley, and during the experiment, for it was an experiment at that time, people the world over,



L. D. Mosher, Tailor. 136 Washington Avenue.

"I have looked over the article in the Richmond (Va.) Times, in which the claim is made that the city which was so long the bone of contention between the Northern and Southern armies was also 'the pioneer in the use of electricity as a motive power.' This claim is nothing new. It has been so often repeated and so seldom challenged

who were interested in street car progress, had their eyes on Richmond.'

"The construction of the Scranton Suburban Railway began July 6, 1886, and was completed to Green Ridge in November of the same year. Both the Republican and the Truth gave full reports of the first or trial trip, which took



W. J. Davis, Tailor. 213 Wyoming Avenue.

that throughout the country Scranton has virtually lost the honor to which it is beyond question entitled. The very first paragraph in the article in question proves our case. It says:

"The first trolley line built in the world was the old

place November 29, 1886. The tests were not altogether successful, owing to slight defects in the machinery and the icy condition of the tracks. These defects were soon remedied, and on the evening of November 30, 1886, the passengers returning to Green Ridge from Henry M. Stan-

ley's lecture had their first five-cent ride to that part of the city. From that time the cars continued to run regularly, except when interrupted by the severest winter weather I can remember in Scranton, or by occasional

with Baltimore, Montgomery, Ala., South Bend, Ind., and Amherstburg, Can. But the tests were crude, and I think, had all been abandoned when Scranton entered the field and built and maintained a road that was a revelation to



Geo. W. Watkins, Carpets and Draperies. 500 Lackawanna Avenue.

accidents to the machinery, such interruptions being generally very short.

"It should be remembered, however, that our claim for Scranton was and is that it built the first railway for

the thousands of visitors who came to our city to inspect it. It would be no exaggeration to say that pilgrims journeyed here from every state in the Union. I can remember two delegations from California even.



Geo. W. Watkins, Interior of Store.

electric power east of the Mississippi River. In several places in this country trials had been previously made of electric motors on old street car lines. This was the case

"Our cars were the finest that had ever been built (or have to this day). Some of them were Pullmans, the inside finish being of mahogany. These cost \$1,800 each,

without the machinery. This amount would pay for at least three cars of the present style. When they were new and kept scrupulously clean, with freshly uniformed conductors and motormen and the electric lights (then a great novelty) they excited the admiration of all visitors.

the appliances in use at the present time were invented or perfected in the Scranton shops. The trolley was, I am quite sure, first made by one of our employees, who took out no patent. It would have paid him a dozen fortunes had he done so. The original device for taking the



Louis H. Isaacs, Gents' Furnishings. 412 Spruce Street.

I can especially remember a party of gentlemen from the Metropolis who declared repeatedly that New York had nothing in the street car line to touch that of Scranton. And it was true. Several of these parlor cars were burned

current from the wire was a four or eight-wheeled 'carrier' that traveled on top of the conducting cable. It was quite heavy, and when it fell on the roof of a car, as it frequently did, nervous passengers jumped. The carpen-



G. R. Clark, Florist. Commonwealth Building.

up when the Noy Aug shop was destroyed. Two of them, however, are still running on the Dunmore Suburban, with the mahogany finish carefully painted over. Another car was the Pullman exhibited at the New Orleans Exposition, being the finest that company could turn out. Many of

ters reported thirty-one holes through the roof of one of the fine Pullman cars before it had been used three months.

"One of the things we failed to discover in Scranton was the fact that the proper place for the motor was under the car. Mr. Vanderpoele, who was the real inventor of elec-

tric traction, always maintained that the weight must be upon the forward trucks, to prevent the wheels from slipping; also that the motor must be kept up high, out of the way of the mud and water, then very abundant in Scranton. So our motormen sat in a little engine room on the front platform, beside their machines, and the wheels slipped a good deal worse than they do under the present arrangement. The gearing was far more extensive and costly. In fact, almost everything was experimental, and repairs were so frequent and expensive that we were very

glad to sell the road at the actual cost in cash, with interest added.

"Many columns might be written of interesting reminiscences of our earlier experiences with electricity. What is more important, however, is the undoubted fact that Scranton had the first successful electric railway east of the Mississippi and that its only rival as to priority in the United States was a short railway in Appleton, Wis., which commenced operations a few days before the Scranton Suburban."



J. W. Guernsey's Music House.



F. Hug, Butcher Shop. Adams Avenue.



Lackawanna Laundry. 308 Penn Avenue.



Walsh & Co., Wholesale Liquors. 504 Lackawanna Avenue.



Walsh & Co., Interior of Store.



P. F. Cusick, Undertaker. 219 Washington Avenue.



P. F. Cusick, Sanctuary. 219 Washington Avenue.

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